



## City of Torrance, Community Development Dept.

3031 Torrance Blvd., Torrance, CA 90503 (310) 618-5990

Danny E. Santana, Director

# Environmental Checklist Form

1. **Project Title:** 46-unit Apartment Complex (EAS18-00005)  
CUP18-00030, DIV18-00012, GPA18-00001,  
WAV18-00013, ZON18-00002
2. **Lead Agency Name and Address:** City of Torrance  
3031 Torrance Boulevard  
Torrance, CA 90503
3. **Contact Person and Phone Number:** Oscar Martinez  
Acting Planning Manager  
(310) 618-5990
4. **Project Location:** 18021–18141 Western Avenue  
(APNs: 4096-018-004 through -008, and 4096-018-023)  
Torrance, CA 90248
5. **Project Sponsor's Name & Address:** Pliska Family Partnership  
1455 Crenshaw Boulevard, #250  
Torrance, CA 90501
6. **General Plan Designation:** General Commercial
7. **Zoning:** C-R – Restricted Commercial District
8. **Description of the Project:** The project proposes to construct a 46-unit apartment complex composed of two 3-story buildings over semi-subterranean parking. The project proposes a total of 45,746sf, located on a 1.20 acre site, resulting in a Floor Area Ratio (FAR) of 0.87, and a density of 38.3du/ac. The project involves a Zone Change from C-R (Restricted Commercial) to R-4 (Unlimited Multiple-Family Residential), and a General Plan Amendment from General Commercial to Medium-High Density Residential.
9. **Surrounding Land Uses and Setting:** The project site is located within an urbanized environment with nearby commercial, residential, and manufacturing. The proposed site is located on the west side of Western Ave, between Corwin St and 182nd St. There is an alley to the west. The project involves the consolidation of six contiguous parcels. The existing condition of the southerly three parcels are undeveloped and unpaved. The northerly three parcels were developed in the 1940s and contain a former market building, parking lot, and residence. All structures are vacant.  
  
The site is immediately adjacent to commercial properties to the south and east, across Western Ave (in the City of Gardena), residential properties to the west (across the alley) and northwest (across Corwin St), and manufacturing properties to the north and northeast (City of Gardena). The nearby commercial uses include commercial plazas and restaurants. The nearby residential uses are single- and two-family residences.



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### **10. Other public agencies whose approval is required:**

South Coast Air Quality Management District (SCAQMD) – permit to construct. Los Angeles Regional Water Quality Control Board – Water Quality Management Plan approval. Los Angeles County Sanitation District – approval for sewer connection.

### **11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has consultation begun?**

**Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21083.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.**

The City of Torrance submitted requests to the Native American Heritage Commission (NAHC) for a Sacred Lands File Search, as well as the South Central Coastal Information Center (SCCIC) for a records search for Native American historical and archeological resources for the proposed project located within the United States Geological Survey (USGS) Torrance, CA 7.5' Topographic Map. The NAHC provided a Tribal Consultation List of California Native American tribes traditionally and culturally affiliated with the project area, but did not provide any results for the Sacred Lands File Search Database. The SCCIC provided results that no archaeological or built-environment resources were within the project area, with ten cultural reports/studies within the 1/2mile project radius.

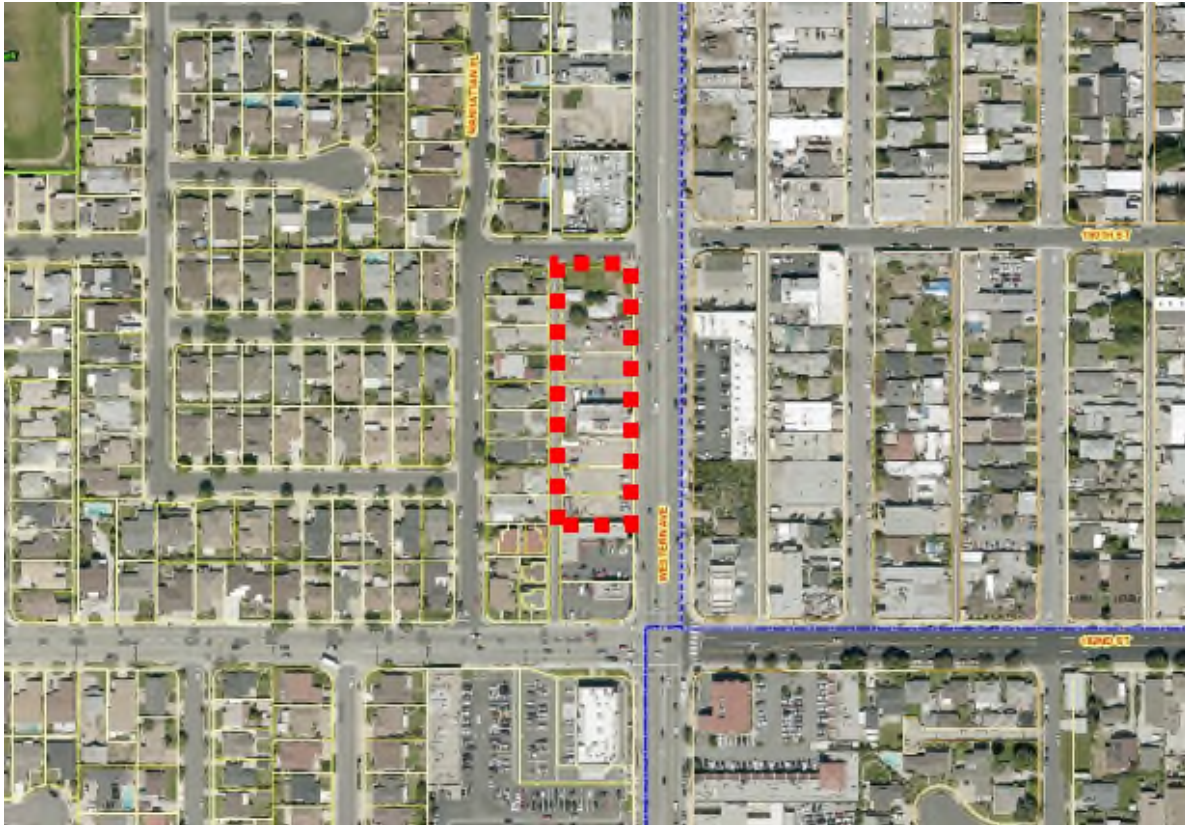
The City of Torrance sent notifications regarding the proposed project to Tribes that have submitted to the City a formal request for notification. The following tribes were notified by the City on January 17, 2019: Soboba Band of Luiseno Indians, Torres Martinez Desert Cahuilla Indians, and Gabrieleño Band of Mission Indians – Kizh Nation. As of the preparation of the assessment, a response from Gabrieleño Band of Mission Indians – Kizh Nation has been received on January 23, 2019 requesting for consultation.

Phone consultation was conducted April 18, 2019. Staff spoke with Kizh Nation biological consultant Mr. Matthew Teutimez, and Chairman Mr. Andrew Salas. The results of that consultation will be expanded upon in the Tribal Cultural Resources section (Section 18).



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City of Torrance GIS Aerials (circa 2017) of the proposed project and surrounding uses.



Looking southeast from across Corwin St, north of the alley, toward the project site.





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Looking south from across Corwin St toward the project site.



Looking southwest from across Western Ave and 180th St toward the project site.





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Looking west from across Western Ave toward the project site.



Looking northwest from across Western Ave and 182nd St toward the project site.

## ENVIROMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- |  |   |   |
|--|---|---|
| <input type="checkbox"/> Aesthetics                  | <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Air Quality                        |
| <input type="checkbox"/> Biological Resources        | <input type="checkbox"/> Cultural Resources                 | <input type="checkbox"/> Energy                             |
| <input type="checkbox"/> Geology / Soils             | <input type="checkbox"/> Greenhouse Gas Emissions           | <input type="checkbox"/> Hazards & Hazardous Materials      |
| <input type="checkbox"/> Hydrology / Water Quality   | <input type="checkbox"/> Land Use / Planning                | <input type="checkbox"/> Mineral Resources                  |
| <input type="checkbox"/> Noise                       | <input type="checkbox"/> Population / Housing               | <input type="checkbox"/> Public Services                    |
| <input type="checkbox"/> Recreation                  | <input type="checkbox"/> Transportation                     | <input type="checkbox"/> Tribal Cultural Resources          |
| <input type="checkbox"/> Utilities / Service Systems | <input type="checkbox"/> Wildfire                           | <input type="checkbox"/> Mandatory Findings of Significance |

## DETERMINATION: On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Field Inspections and Assessment By:



Soc Angelo Yumul, Planning Associate

5/2/19

Date

CONCUR:



Oscar Martinez, Acting Planning Manager  
Secretary to the Planning Commission

5/2/19

Date

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact

**1. AESTHETICS. Except as provide in Public Resources Code Section 21099, would the project:**

- |     |  |      |                          |                          |                                     |                                     |
|-----|--|------|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| (a) | Have a substantial adverse effect on a scenic vista?   | 1    | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
|     | <p><i>According to the Community Resources Element of the City of Torrance General Plan (2009), views of the San Gabriel Mountains and Pacific Ocean are considered scenic. Recognizing the value of these scenic views, the City has adopted policies for hillside areas, which typically offer scenic vistas of these resources. The project site is not located on a hillside and is within a highly developed urban area. No scenic views in the vicinity of the project site would be adversely affected. Therefore, no impacts to scenic vistas would occur and no mitigation measures would be required.</i></p>  |      |                          |                          |                                     |                                     |
| (b) | Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?  | 1    | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
|     | <p><i>The project site is not located near any state scenic highway. No rock outcroppings or historic buildings would be removed from the project site. No scenic resources within a scenic highway or special designated area for street trees would be damaged. Therefore, no impacts to scenic resources would occur and no mitigation measures would be required.</i></p>  |      |                          |                          |                                     |                                     |
| (c) | In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.)<br>If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?  | 1, 2 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
|     | <p><i>The project site is located within a heavily developed urban environment in an area with primarily commercial and residential land uses. The proposed project would not conflict with the proposed R-4 zoning and there are no applicable scenic quality regulations. The proposed project would not degrade the existing character or quality of the site and its surroundings. Therefore, no impact would occur and no mitigation measures would be required.</i></p>  |      |                          |                          |                                     |                                     |
| (d) | Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?   | 9    | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
|     | <p><i>The proposed project would not introduce new sources of light or glare which would be incompatible with the surrounding areas or which would pose a safety hazard to motorists using adjacent streets. The area contains numerous sources of night time lighting, including parking lot and street lights, architectural and security lighting and automobile headlights. The proposed project's exterior lighting will be directed and shielded to minimize light spilling onto surrounding properties and vehicular traffic. Glare is a common phenomenon in Southern California area due mainly to the high number of days per year with direct sunlight and the highly urbanized nature of the region, which results in a concentration of potentially reflective surfaces. The use of nonreflective surfaces adjacent to public rights-of-ways, in combination with the provision for landscaping, will reduce heat and glare impacts to less than significant levels. The proposed development will be consistent with the visual character of its surroundings and any light and glare produced will be commensurate with existing uses in the area. Furthermore, should the project be approved, it must comply with current Cal Green Code. Therefore impacts associated with new sources of substantial light or glare would be less than significant, and no mitigation measures would be required.</i></p> |      |                          |                          |                                     |                                     |



ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact

**2. AGRICULTURE RESOURCES.** In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

- |     |   |         |                          |                          |                          |                                     |
|-----|---|---------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| (a) | Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?<br><i>There are no agricultural resources or operations located at the project site or in the surrounding area. Therefore, no impacts to farmlands would occur and no mitigation measures would be required.</i>  | 1, 4    | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (b) | Conflict with existing zoning for agricultural use, or a Williamson Act Contract?<br><i>The project site is not located within a zone designated for agricultural use or an area that is designated as Williamson Act contract lands. Therefore, no impacts or conflicts with any existing zoning for agriculture use or Williamson Act contract would occur, and no mitigation measures would be required.</i>   | 1, 4, 5 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (c) | Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?<br><i>The project site is located within an urban environment in an area that is not designated as forest land. There are no forest resources or operations located at the project site or in the immediate area. Therefore, no impacts to forest land zoning would occur and no mitigation measures would be required.</i> | 1,4     | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (d) | Result in the loss of forest land or conversion of forest land to non-forest use?<br><i>As stated before, the project site is located within an urban environment in an area that is not designated as forest land. There are no forest resources or operations located at the project site or in the immediate area. Therefore, no impacts to forest land or conversion of forest land would occur and no mitigation measures would be required.</i>   | 1,4     | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (e) | Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?<br><i>There are no agricultural or forestry resources or operations located at, adjacent or near the project site. The project would not introduce any changes that would result in conversion of farmland or forest land. Therefore, no impact to farmlands or forest lands would occur and no mitigation measures would be required.</i>  | 1,4     | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact

**3. AIR QUALITY.** Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:

- (a) Conflict with or obstruct implementation of the applicable air quality plan? 1, 6 ☐ ☐ ☒ ☐

*An Air Quality and Greenhouse Gas Emissions Impact Study was required to be performed for the proposed project. The Study determined that construction and operational emissions would not exceed SCAQMD significance thresholds and would not interfere with attainment or maintenance of ambient air quality standards, according to Tables 3-5, 3-6, and 3-7 below. Furthermore, implementation of the project would not introduce growth to the project area capable of exceeding projections built into the Air Quality Management Plan (AQMP) modeling forecast.*

TABLE 3-5: ESTIMATED REGIONAL CONSTRUCTION EMISSIONS - UNMITIGATED						
Construction Activity & Source Location	Maximum Daily Emissions (Pounds Per Day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>DEMOLITION</b>						
On-Site Emissions	2.5	24.3	15.1	<0.1	4.8	1.9
Off-Site Emissions	0.5	13.5	3.8	<0.1	0.9	0.3
<b>Total</b>	<b>3.0</b>	<b>37.8</b>	<b>18.9</b>	<b>&lt;0.1</b>	<b>5.7</b>	<b>2.2</b>
<b>GRADING</b>						
On-Site Emissions	1.8	19.8	9.6	<0.1	2.9	1.8
Off-Site Emissions	0.6	19.1	5.0	<0.1	1.2	0.4
<b>Total</b>	<b>2.4</b>	<b>38.9</b>	<b>14.6</b>	<b>&lt;0.1</b>	<b>4.1</b>	<b>2.2</b>
<b>BUILDING AND PARKING CONSTRUCTION</b>						
On-Site Emissions	2.6	17.4	13.9	<0.1	1.1	1.0
Off-Site Emissions	0.3	1.8	2.4	<0.1	0.5	0.2
<b>Total</b>	<b>2.9</b>	<b>19.2</b>	<b>16.3</b>	<b>&lt;0.1</b>	<b>1.6</b>	<b>1.2</b>
<b>PAVING</b>						
On-Site Emissions	0.9	9.2	8.9	<0.1	0.5	0.5
Off-Site Emissions	0.1	<0.1	0.4	<0.1	0.1	<0.1
<b>Total</b>	<b>1.0</b>	<b>9.2</b>	<b>9.3</b>	<b>&lt;0.1</b>	<b>0.6</b>	<b>0.5</b>
<b>ARCHITECTURAL COATING</b>						
On-Site Emissions	65.2	1.8	1.8	<0.1	0.1	0.1
Off-Site Emissions	<0.1	0.0	0.3	<0.1	0.1	<0.1
<b>Total</b>	<b>65.2</b>	<b>1.9</b>	<b>2.2</b>	<b>&lt;0.1</b>	<b>0.2</b>	<b>0.1</b>
<b>BUILDING CONSTRUCTION + PAVING + ARCHITECTURAL COATING OVERLAP</b>						
On-Site Emissions	68.6	28.4	24.6	<0.1	1.7	1.6
Off-Site Emissions	0.4	1.9	3.2	<0.1	0.7	0.2
<b>Total</b>	<b>69.1</b>	<b>30.3</b>	<b>27.8</b>	<b>&lt;0.1</b>	<b>2.4</b>	<b>1.8</b>
<b>REGIONAL ANALYSIS</b>						
Maximum Daily Emissions	69.1	38.9	27.8	<0.1	5.7	2.2
Regional Significance Threshold	75	100	550	150	150	55
Exceed Threshold?	No	No	No	No	No	No

**ENVIRONMENTAL ISSUES:**

**Potentially Significant Impact**      **Less Than Significant With Mitigation Incorporation**      **Less than Significant Impact**      **No Impact**

**TABLE 3-6: ESTIMATED LOCALIZED CONSTRUCTION EMISSIONS**

Construction Activity	Maximum Daily On-Site Emissions (Pounds Per Day)			
	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
Demolition	24.4	15.1	4.8	1.9
Grading	19.8	9.6	2.9	1.8
Building Construction + Paving + Architectural Coating	24.4	24.6	1.7	1.6
<b>LOCALIZED ANALYSIS</b>				
Maximum Daily Localized Emissions	28.4	24.6	4.8	1.9
Localized Significance Threshold	91	664	5	3
Exceed Threshold?	No	No	No	No

**TABLE 3-7: ESTIMATED DAILY OPERATIONAL EMISSIONS - UNMITIGATED**

Operational Emissions Source	Maximum Daily Emissions (Pounds Per Day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Area Sources	1.5	<0.1	3.8	<0.1	<0.1	<0.1
Energy Sources	<0.1	0.1	<0.1	<0.1	<0.1	<0.1
Mobile Sources	0.5	2.1	6.3	<0.1	1.4	0.4
<b>REGIONAL ANALYSIS</b>						
Maximum Daily Operational Emissions	2.0	2.3	10.2	<0.1	1.5	0.4
Regional Threshold	55	55	550	150	150	55
Exceed Threshold?	No	No	No	No	No	No

Lastly, the City of Torrance 2009 General Plan Air Quality Element include goals and measures for the achievement of air quality standards, increased mixed use development, and increased energy efficiency and conservation. The project demonstrates consistency with the General Plan goals to achieve air quality attainment goals during both construction and operation through emission estimates that are below both SCAQMD local and regional mass daily thresholds.

Therefore, the proposed project will be consistent with the AQMP. Impacts to the applicable air quality plan would be less than significant, and no mitigation measures would be required.

- (b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?      6      ☐      ☐      ☒      ☐

As discussed above in 3(a), the Study determined that air pollutant emissions associated with construction and operation of the project would not exceed any applicable SCAQMD thresholds of significance. Therefore, the project would not contribute to a cumulatively considerable net increase of criteria pollutants and would result in a less than significant impact. No mitigation measures are required.

- (c) Expose sensitive receptors to substantial pollutant concentrations?      6      ☐      ☐      ☒      ☐

The Study identified sensitive receptors as children under 14, elderly over 65, and people with cardiovascular and chronic respiratory diseases. The Study noted there are residences 30ft west, 50ft northwest, 200ft west, and 225ft east, with a park 710ft northwest, and an elementary school 1,165sf southeast.

The Study determined the project would be subject to regulations and laws relating to toxic air contaminants at the regional, State, and Federal level that would protect sensitive receptors from substantial concentrations. As discussed above in 3(a), the Study determined that air pollutant emissions associated with construction and operation of the project would not exceed any applicable SCAQMD thresholds of significance. Furthermore, the project components would not include a new source of significant operational emissions. Therefore, the project would result in a less than significant impact to construction and operational emissions. Impacts to sensitive receptors would be less than significant, and no mitigation measures would be required.



ENVIRONMENTAL ISSUES:		Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
(d)	Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? <i>Construction odors would be typical of most construction sites and temporary in nature. The proposed apartment complex would not employ the use of materials or processes that are typically known to be sources of substantial odors. Therefore, impacts to odors would be less than significant, and no mitigation measures would be required.</i>	6	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### 4. BIOLOGICAL RESOURCES. Would the project:

- |     |   |      |                          |                                     |                          |                                     |
|-----|---|------|--------------------------|-------------------------------------|--------------------------|-------------------------------------|
| (a) | Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulation, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?<br><i>The Community Resources Element of the Torrance General Plan does not identify any candidate, sensitive, or special status species that occupies the site. The project site has long been underutilized and developed as an unpaved parking lot, market, and residence, located within an urbanized area. Therefore, no impacts to federal or state listed or other sensitive designated species would occur and no mitigation measures would be required.</i> | 1, 2 | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (b) | Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?<br><i>The project site has been developed as an unpaved parking lot, market, and residence for many years and is located within an urbanized area. No riparian habitat or other sensitive natural community is present on the project site. Therefore, no impacts to riparian habitat or other sensitive natural communities would occur and no mitigation measures would be required.</i>  | 1, 2 | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (c) | Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?<br><i>The project site has been developed as an unpaved parking lot, market, and residence for many years and is located within a highly developed area. There are no legally defined wetlands on the project site; thus, construction activities would not occur on any federally protected wetlands. Therefore, no impacts to federally protected wetlands would occur and no mitigation measures would be required.</i>  | 1, 2 | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (d) | Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?<br><i>The project site has been developed as an unpaved parking lot, market, and residence for many years and is located within a highly developed area. The project site is not expected to provide habitat for any native resident or migratory fish or wildlife species; however, a very small number of trees would be removed as part of the project.</i>  | 1, 2 | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            |

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact

*These trees have the potential to provide suitable nesting habitat for raptors and other migratory non-game native bird species, the removal of which during the bird breeding season has the potential to result in significant impacts to nesting birds. Any significant adverse impacts related to nesting birds would be reduced to less than significant with the incorporation of the following mitigation measure (B-1):*

**BIOLOGICAL-1:**

*Prior to the issuance of demolition or grading permits, the Applicant shall place the following notes on the project plans: The Applicant shall remove trees during the non-breeding season (September 1 to end of February) in order to comply with the Federal Migratory Bird Treaty Act and avoid potential takes of active nests including raptors and other migratory nongame birds. If the Applicant has not removed the trees during the non-breeding period and intends to commence project construction during March 1 through August 31 (breeding season), the Applicant shall have a USFWS/CDFG approved biologist conduct weekly bird surveys. These surveys will be conducted to determine if there are protected native birds in the habitat to be removed and any other such habitat within 300ft of the construction work area (within 500ft for raptors) as access to adjacent areas allow. The surveys should continue on a weekly basis with the last survey being conducted no more than three days prior to the initiation of clearance/construction work. If a protected native bird is found, the Applicant should delay all clearance/construction disturbance activities within 300ft of suitable nesting habitat (within 500ft for suitable raptor nesting habitat) until August 31. Alternatively, the approved biologist could continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300ft of the nest (within 500ft for raptor nests) or as determined by the approved biological monitor, must be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. Limits of construction to avoid a nest should be established in the field with flagging and stakes or construction fencing marking the protected area 300ft (or 500ft) from the nest. Construction personnel should be instructed on the sensitivity of the area. The Applicant should record the results of the recommended protective measures described above to document compliance with applicable State and Federal laws pertaining to the protection of native birds.*

- |     |  |      |                          |                          |                          |                                     |
|-----|--|------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| (e) | Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | 1, 2 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|-----|--|------|--------------------------|--------------------------|--------------------------|-------------------------------------|

*The project site is not located on or near any street designated as a special area for street trees. There are no other local policies or ordinances protecting biological resources identified in the City of Torrance General Plan that would be applicable to this site. It should be noted that a landscape plan will be required if the project is approved and trees/vegetation will be planted once construction is complete. Therefore, no impact to biological resources (tree preservation) would occur and no mitigation would be required.*

- |     |   |      |                          |                          |                          |                                     |
|-----|---|------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| (f) | Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? | 1, 2 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|-----|---|------|--------------------------|--------------------------|--------------------------|-------------------------------------|

*The project site is not located in an environmentally sensitive area. The project does not conflict with any conservation or preservation plans. The project site does not contain biological resources that are managed under any conservation plan. Therefore, no impacts to conservation plans would occur and no mitigation measures would be required.*

**5. CULTURAL RESOURCES. Would the project:**

- |     |   |      |                          |                          |                          |                                     |
|-----|---|------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| (a) | Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5? | 1, 2 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|-----|---|------|--------------------------|--------------------------|--------------------------|-------------------------------------|

*The project site is located within an urbanized area and no historical resources exist on the project site or in the immediate vicinity. The Community Resources Element of the City of Torrance General Plan does not list the project site as a location of historic interest to the City. In addition, the project site is not registered under the State or National Register of Historic Places.*

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less Than Significant		
			With Mitigation Incorporation	Less than Significant Impact	No Impact

The site is immediately adjacent to commercial properties to the south and east, across Western Ave, residential properties to the west and northwest, and manufacturing properties to the north and northeast. The nearby commercial uses include commercial plazas and restaurants. The nearby residential uses are single- and two-family residences. These structures in the project vicinity do not have any unusual characteristics, nor are known to be associated with any national, regional, or local figures of significance that would qualify them as a historical resource or of historic significance. Therefore, no impacts to historical resources would occur, and no mitigation measures would be required.

- |     |  |      |                          |                                     |                          |                          |
|-----|--|------|--------------------------|-------------------------------------|--------------------------|--------------------------|
| (b) | Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? | 1, 2 | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|-----|--|------|--------------------------|-------------------------------------|--------------------------|--------------------------|

The project site is located within an urbanized area. The existing conditions at the project site are an unpaved surface parking lot, former market building and parking lot, and residence. No prehistoric or historic archaeological sites are known to exist within the project site or in the immediate area. There is no evidence as provided by the General Plan and the General Plan EIR of any known historical, archeological, or paleontological resources on the site. However, although unlikely, implementation of the project would require grading and some soil excavation in the area of the semi-subterranean parking structure, and therefore, could potentially uncover and impact previously uncovered archaeological resources. Any significant adverse impacts related to buried archaeological resources would be reduced to less than significant with the incorporation of the following mitigation measure:

#### CULTURAL RESOURCES-1:

In the event that any archaeological materials are encountered during construction activities, all activities must be suspended in the vicinity of the find. An archaeologist shall be obtained and empowered to halt or divert ground disturbing activities, coordinate with Native American Tribal or Band monitors interested in monitoring the remaining onsite grading and excavation activities and establish a Cultural Resources Treatment and Monitoring Agreement between the property owner and participating Band or Tribe. Such agreement must include terms for compensation for onsite monitoring and address the treatment and final disposition of any tribal cultural resources, sacred sites and human remains that are discovered during project grading and excavation. Said agreement must be instituted and completed before ground-disturbing activities can recommence in the area of the find to allow for the recovery of the find. The archaeologist shall describe the find in a professional report which shall receive reasonable wide distribution. Any recovered finds shall be prepared to the point of identification. The property owner shall relinquish ownership of all Native American cultural resources to the appropriate local Tribe or Band for treatment and disposition. If determined to be of non-Native American scientific/historical value, recovered materials shall be deposited with a local institution with facilities for their proper curation, analysis, and display. Final disposition and location of the non-Native American recovered materials shall be determined by the City of Torrance.

Therefore, impacts to archeological resources would be reduced to less than significant with the incorporation of the aforementioned mitigation measure (CR-1).

- |     |   |      |                          |                                     |                          |                          |
|-----|---|------|--------------------------|-------------------------------------|--------------------------|--------------------------|
| (c) | Disturb any human remains, including those interred outside of formal cemeteries? | 1, 2 | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|-----|---|------|--------------------------|-------------------------------------|--------------------------|--------------------------|

The project site is located within an urbanized area and has been previously disturbed. The existing conditions at the project site are an unpaved surface parking lot, former market building and parking lot, and residence. No human remains are known to exist on the project site, and any remains likely would have been removed during prior disturbance of the project site. There is no evidence as provided by the General Plan and the General Plan EIR of any known historical, archeological, or paleontological resources on the site. However, although unlikely, implementation of the project would require grading and excavation, which could potentially uncover and impact previously uncovered human remains.

Any significant adverse impacts related to buried human remains would be reduced to less than significant with the incorporation of the following mitigation measure:

#### CULTURAL RESOURCES-2:

If human remains of any kind are found during construction, the requirements of CEQA Guidelines Section 15064.5(e) and AB2641 shall be followed. According to these requirements, all construction activities must cease immediately and the Los Angeles County Coroner and a qualified archaeologist must be notified. The Coroner will examine the remains and determine the next appropriate action based on his or her findings. If the coroner determines the remains to be of Native American origin, he or she will notify the NAHC. The NAHC will then identify the most likely descendants (MLD) to be consulted regarding treatment and/or reburial of the remains. If an MLD cannot be identified, or the MLD fails to make a recommendation regarding the treatment of the remains within 48 hours after gaining access to them, the Native American human remains and associated grave goods shall be buried with appropriate dignity on the property in a location not subject to further subsurface disturbance.

Therefore, impacts related to human remains would be reduced to less than significant with the incorporation of the aforementioned mitigation measure (CR-2).



ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact

## 6. ENERGY. Would the project:

- (a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? 1, 2 ☐ ☐ ☒ ☐
- The Community Resources Element of the City of Torrance General Plan (2009) includes a section on energy conservation that lists energy conservation objectives and policies. The City promotes energy conservation through Title 24 building code requirements, and advocates for sustainable building practices in achieving energy efficiency. The project would be subject to all State and local energy requirements during construction and operation. Therefore, impacts to energy would be less than significant and no mitigation measures would be required.*
- (b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? 1, 2 ☐ ☐ ☐ ☒
- As discussed above in 6(a), the project would be subject to all State and local energy requirements, and must be compliant. Therefore, no impacts to state or local energy plans would occur and no mitigation measures would be required.*

## 7. GEOLOGY AND SOILS. Would the project:

- (a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: ☐ ☐ ☒ ☐
- i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. 1, 2 ☐ ☐ ☒ ☐
- According to the Safety Element of the City of Torrance General Plan, no Alquist-Priolo Earthquake Fault Zones have been designated within the Torrance City limits. Additionally, the project would be constructed in accordance with the 2016 California Building Code (CBC) seismic safety requirements. Implementation of the project is not anticipated to expose people or structures to fault rupture hazards during a seismic event. Therefore, impacts associated with rupture of a known earthquake fault would be less than significant. No mitigation measures would be required.*
- ii) Strong seismic ground shaking? 1, 2 ☐ ☐ ☒ ☐
- The project site is located in the seismically active Southern California and is prone to earthquakes, which may result in hazardous conditions to people within the region. According to the Safety Element of the City of Torrance General Plan, the highest risks from earthquake fault zones in the City of Torrance come from the Palos Verdes fault zone, the Puente Hills Fault, the Newport-Inglewood fault zone, the Elysian Park fault zone, the Malibu Coast-Santa Monica-Hollywood fault zone, and the Whittier fault zone. However, earthquakes and ground motion can affect a widespread area. The potential severity of ground shaking depends on many factors, including distance from the originating fault, the earthquake magnitude and the nature of the earth materials below the site. Although implementation of the project has the potential to result in the exposure of people and structures to strong ground shaking during a seismic event, this exposure is no greater than exposure present in other areas throughout the Southern California region. Also, the project would be designed and constructed in accordance with the 2016 CBC, which is anticipated to minimize the potential for damage. Therefore, potential impacts associated with strong seismic ground shaking would be less than significant and no mitigation measures would be required.*
- iii) Seismic-related ground failure, including liquefaction? 1, 2 ☐ ☐ ☒ ☐
- According to the Safety Element of the City of Torrance General Plan, the project site is not located within the mapped seismic-related hazard areas where there is potential to experience liquefaction-induced ground displacement. Also, the project would be built in accordance with the 2016 CBC, which sets procedures and limitations for design of structures based on seismic risk and the type of facility.*

ENVIRONMENTAL ISSUES:		Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
		Sources			
<p><i>All proposed construction would be subject to all applicable provisions of the 2016 CBC and the applicant would be required to submit a grading/drainage plan with soil investigation report prior to the issuance of any building permits. Therefore, impacts associated with seismic related ground failure and liquefaction would be less than significant. No mitigation measures would be required.</i></p>					
iv)	<p>Landslides?</p> <p>According to the Safety Element of the City of Torrance General Plan, the project site is not located within the mapped seismic-related hazard areas where there is potential to experience landslides. Since the project site and area surrounded by the development are relatively flat, there is no risk of landslides occurring. Therefore, no impact associated with landslides would occur and no mitigation measures would be required.</p>	1, 2	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b)	<p>Result in substantial soil erosion or the loss of topsoil?</p> <p>The potential exists for minimal amounts of soil erosion to occur during construction activities. However, construction-related soil erosion and loss of topsoil impacts would be reduced to a level that is less than significant through adherence to the specifications within the General Construction Permit, which would require the preparation of a Storm Water Pollution Prevention Plan (SWPPP) that specifies best management practices.</p> <p>Grading of the project site would be subject to the requirements of the Torrance Municipal Code and the 2016 CBC with regards to soil compaction and drainage. Also, prior to the issuance of building and grading permits the project would be required to develop a Standard Urban Storm Water Mitigation Plan identifying post-construction best management practices. Therefore, impacts associated with soil erosion and loss of topsoil would be less than significant. No mitigation measures would be required.</p>	1, 2	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c)	<p>Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?</p> <p>There are no known liquefaction or landslide hazards in or adjacent to the project site. Any unstable materials that may be encountered during routine geotechnical investigations and the grading phase would be removed and replaced with properly engineered, compacted materials, in accordance with the Torrance Municipal Code and the 2016 CBC.</p> <p>As such, potentially significant impacts involving unstable geologic or soil materials would be avoided. Therefore, impacts associated with geologic units or soils that are unstable or may become unstable would be less than significant. No mitigation measures would be required.</p>	1, 2	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d)	<p>Be located on expansive soil, as identified in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?</p> <p>Expansive soils shrink and swell in response to dry and moist conditions and can result in cracking and structural failure of pavement and foundations. The expansive characteristics of underlying soils and proper design to mitigate such conditions would be determined in accordance with the Torrance Municipal Code and the 2016 CBC. Site-specific recommendations pertaining to expansive soils would be incorporated into grading and foundation plans. As such, adherence to the Torrance Municipal Code and the 2016 CBC would ensure that any areas containing expansive soils would be properly designed and engineered. Therefore, impacts associated with expansive soils would be less than significant. No mitigation measures are required.</p> <p>(The subject site is part of an expansive soils area per the City of Torrance Expansive Soil Foundation Map for Residential Construction, but not in an area that has special foundation requirements.)</p>	1, 2, 11	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e)	<p>Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?</p> <p>As previously mentioned, the project site is located within a heavily developed urban environment within an area with primarily commercial and residential land uses. A Sanitary Sewer Study was prepared for the proposed project. The study identified an 8in VCP sewer system just east of the site in Western Ave. The project would connect to the City's sanitary sewer system, and no septic tanks or alternative wastewater disposal systems are proposed.</p> <p>However, should the project pursue the use of alternative wastewater disposal systems, adherence to the Torrance Municipal Code and the 2016 CBC would ensure that these methods would be properly designed and engineered, and ensure that the soils are capable of adequately supporting such systems. Therefore, no impacts related to septic tanks or alternative wastewater disposal systems would occur and no mitigation measures would be required.</p>	1, 2	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact

- (f) Directly or indirectly destroy a unique paleontological resource or unique geologic feature? 1, 2 ☐ ☐ ☐ ☒

*The project site has been developed as an unpaved parking lot, market, and residence for many years and is located within an urbanized area. As previously referenced in 5(b), there is no evidence that unique paleontological resources or geologic features are present on the project site. However, although unlikely, implementation of the project would require grading and some soil excavation in the area of the semi-subterranean parking structure, and therefore, could potentially uncover and impact previously uncovered paleontological resources or geographic features. Any significant adverse impacts related to buried paleontological resources or geographic features would be reduced to less than significant with the incorporation of the following mitigation measure:*

#### GEOLOGY AND SOILS-1:

*In the event that any unique paleontological resources or geographic features are encountered during construction activities, all activities must be suspended in the vicinity of the find. A paleontologist shall be obtained and empowered to halt or divert ground disturbing activities, and monitor the remaining onsite grading and excavation activities. The paleontologist shall describe the find in a professional report which shall receive reasonable wide distribution. Any recovered finds shall be prepared to the point of identification. Recovered materials shall be deposited with a local institution with facilities for their proper curation, analysis, and display. Final disposition and location of recovered materials shall be determined by the City of Torrance.*

*Therefore, impacts to unique paleontological resources or geographic features would be reduced to less than significant with the incorporation of the aforementioned mitigation measure (GS-1).*

### 8. GREENHOUSE GAS EMISSIONS. Would the project:

- (a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? 6 ☐ ☐ ☒ ☐

*An Air Quality and Greenhouse Gas Emissions Impact Study was required to be performed for the proposed project. The Study determined that construction and operational emissions would not exceed the SCAQMD significance threshold, according to Table 4-3 below.*

TABLE 4-3: ESTIMATED ANNUAL GREENHOUSE GAS EMISSIONS	
Scenario and Source	Annual GHG Emissions (MTCO <sub>2</sub> e per Year)
Construction Emissions Amortized (Direct) /a/	7.1
Area Source Emissions (Direct)	0.6
Energy Source Emissions (Indirect)	171.0
Mobile Source Emissions (Direct)	270.4
Waste Disposal Emissions (Indirect)	14.3
Water Distribution Emissions (Indirect)	11.7
<b>Total Emissions</b>	<b>475.0</b>
<b>SCAQMD Draft Interim Significance Threshold</b>	<b>3,000</b>
Exceed Threshold?	No

*Therefore, GHG emissions generated by the project would have less than a significant impact on the environment, and no mitigation measures are required.*

- (b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? 6 ☐ ☐ ☒ ☐

*The Study determined that the project would not interfere with implementation of AB32 Measures. In addition, the project is located within walking distance of two bus stops, and would not interfere with the Regional Transportation Plan/Sustainable Communities Strategy.*

*Therefore, impacts to the applicable GHG plan will be less than significant, and no mitigation measures would be required.*

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact

## 9. HAZARDS AND HAZARDOUS MATERIALS. Would the project:

- (a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? 2 ☐ ☐ ☒ ☐  
*The proposed apartment complex is not expected to create a significant hazard to the public or environment through routine transport, use, or disposal of hazardous materials. The project does not involve the use of hazardous materials typical of environmentally significant manufacturing processes. Construction items and normal cleaning materials during operation would fall within typical levels. Therefore, impacts associated with hazards to the public or the environment through the routine transport, use, or disposal of hazardous materials would be considered less than significant. No mitigation measures would be required.*
- (b) Create significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? 2 ☐ ☐ ☒ ☐  
*As stated previously, the proposed project does not involve the use of hazardous materials. Uses typically associated with hazardous operations are not permitted within the proposed R-4 zone. Therefore, impacts associated with hazards to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment would be considered less than significant. No mitigation measures would be required.*
- (c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? 2 ☐ ☐ ☒ ☐  
*186th Street Elementary School is located within one-quarter mile of the project site, approximately 1,165ft to the southwest. However, as stated previously, the proposed project does not involve the use of hazardous materials. Therefore, impacts associated with hazardous emissions or handling of hazardous materials within one-quarter mile of a school would be considered less than significant. No mitigation measures would be required.*
- (d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? 1, 2, 14 ☐ ☐ ☐ ☒  
*According to the Safety Element of the City of Torrance General Plan (2009), the project site is not located on a hazardous material site, including sites identified as Superfund sites under the federal Comprehensive Environmental Response, Compensation and Liability Information System, or sites listed on the Toxic Release Inventory. Therefore, no impacts to the public or the environment would occur and no mitigation measures would be required.*
- (e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area? 1, 4 ☐ ☐ ☐ ☒  
*The project is not within the vicinity of an airport or airstrip. The Torrance Municipal Airport is located approximately 4.5mi from the project site and according to the Safety Element of the City of Torrance General Plan, the project site is not located within the Torrance Municipal Airport land use plan. Therefore, no impacts to people residing or working in the project area would occur and no mitigation measures would be required.*



ENVIRONMENTAL ISSUES:		Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
(f)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? <i>Although some temporary, partial street closures may be necessary for construction activities, the project would not substantially impede public access or travel upon public rights-of-way and would not interfere with any adopted emergency response plan or emergency evacuation plan. Street closures would be regulated by the right-of-way permit process. Additionally, the Torrance Fire Department has recommended conditions of approval that will require Fire vehicle paths be identified and maintained for all phases of construction. Therefore, impacts to emergency response plans or emergency evacuation plans would be considered less than significant. No mitigation measures would be required.</i>	1, 2	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(g)	Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires? <i>The project is located within an urbanized area that does not contain expanses of wildland area and therefore does not pose a potential fire hazard involving wildland fires. Therefore, no impacts related to the exposure of people or structures to wildland fires would occur and no mitigation measures would be required.</i>	1, 4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### 10. HYDROLOGY AND WATER QUALITY. Would the project:

- |     |  |   |                          |                          |                                     |                          |
|-----|--|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| (a) | Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?<br><i>There is the potential for short-term surface water quality impacts to occur during the grading and construction phases of the project. Such impacts include runoff of loose soils and/or a variety of construction wastes and fuels that could be carried off-site in surface runoff and into local storm drains and streets that drain eventually into water resources protected under federal and state laws. These water quality impacts would be avoided through compliance with the National Pollutant Discharge Elimination System (NPDES) regulations set forth under Section 402 of the federal Clean Water Act. Pursuant to the NPDES regulations, the contractor would be required to file a Notice of Intent for a General Construction Permit with the Regional Water Quality Control Board. To obtain this permit, the contractor would prepare a SWPPP that specifies Best Management Practices (BMPs) to ensure that the project does not violate any water quality standards or any waste discharge requirements during the construction phases. BMPs would include erosion and sediment controls such as silt fences and/or straw wattles or bails, runoff water quality monitoring, means of waste disposal, implementation of approved local plans, prevention and containment of accidental fuel spills or other waste releases, inspection requirements, etc. This permit would cover the entire grading footprint area of the project site, including the off-site improvement areas. Compliance with the approved permit would ensure that the project does not violate any water quality standards or any waste discharge requirements during construction. Therefore, impacts to water quality or waste discharge requirements would be considered less than significant. No mitigation measures would be required.</i> | 2 | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| (b) | Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?<br><i>The project is not expected to interfere with the groundwater supplies. Due to the project's nature and location, it will not deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. The applicants will be required to implement low impact development techniques that provide sufficient groundwater infiltration and low water use fixtures and landscape palettes to minimize water demand while promoting infiltration. Therefore, impacts to groundwater supplies or recharge would be considered less than significant. No mitigation would be required.</i>  | 2 | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

ENVIRONMENTAL ISSUES:		Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
(c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which would:	2, 9	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i)	Result in substantial erosion or siltation on- or off-site; <i>The project would incorporate rainwater infiltration techniques. During project construction, the project would implement construction-related BMPs which would reduce the potential for erosion on and off site. As such, implementation of the project would not result in substantial erosion or siltation on- or off-site. Therefore, impacts to the existing drainage pattern would be considered less than significant. No mitigation measures would be required.</i>	1, 2	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii)	Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; <i>Prior to the issuance of building and grading permits, the project would be required to develop a SWPPP identifying post-construction BMPs. The SWPPP should require infiltration which should reduce the amount of runoff, and clean the stormwater prior to discharge. As such, implementation of the project would not alter the existing drainage pattern of the site or substantially increase the rate or amount of surface runoff in a manner which would result in substantial flooding on- or off-site. Therefore, impacts to the existing drainage pattern or the rate or amount of surface runoff would be considered less than significant. No mitigation measures would be required.</i>	1, 2	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii)	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or <i>As discussed earlier, a SWPPP identifying post-construction BMPs is required for the project. As such, implementation of the project would not create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Therefore, impacts to existing or planned stormwater drainage systems would be considered less than significant. No mitigation measures would be required.</i>	1, 2	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv)	Impede or redirect flood flows? <i>According to the Safety Element of the City of Torrance General Plan, the project site is not located within a 100-year flood hazard area. In addition, the project site does not contain any watercourses, drainage areas or courses, or flood flows that would be affected by the project. Therefore, no impact to impeding or redirecting flood flow would occur and no mitigation measures would be required.</i>	1, 2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d)	In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? <i>The project site is not located within a 100-year flood hazard area. Furthermore, the project site is neither located near a large body of water that would be subject to tsunamis or seiches, nor to canyons, slopes, drainage courses, or other natural features on or near the project site which could generate mudflows or risk release of pollutants during heavy rainstorms. Therefore, no impacts from project inundation would occur and no mitigation measures would be required.</i>	2, 9	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e)	Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? <i>The project is subject to all federal, state, and local water quality control and sustainable groundwater management regulations and requirements, and must be compliant. Therefore, no impacts to a water quality control plan or sustainable groundwater management plan would occur, and no mitigation measures would be required.</i>	2, 9	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### 11. LAND USE AND PLANNING. Would the project:

- (a) Physically divide an established community? 1, 4 ☐ ☐ ☐ ☒
- The proposed project would not divide an established community as the project is redeveloping a site that has been developed as an unpaved parking lot, market, and residence, located within an urbanized area surrounded by other urban uses. The project would not place any structures in an established community that would physically divide that community and thereby prevent interaction between members of the community. Therefore, the project will not physically divide an established community and no mitigation measures would be required.*

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less Than Significant		
			With Mitigation Incorporation	Less than Significant Impact	No Impact

- |     |   |         |                          |                          |                                     |                          |
|-----|---|---------|--------------------------|--------------------------|-------------------------------------|--------------------------|
| (b) | Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? | 1, 3, 4 | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|-----|---|---------|--------------------------|--------------------------|-------------------------------------|--------------------------|

*Per the Land Use Element of the City of Torrance General Plan (2009), the City of Torrance is a charter city and is governed on the basis of a charter that establishes its powers and authorities, as contrasted with a general law city, which enjoys only those powers specifically granted to it by the State. While general law cities are required by Section 65860 of the California Government Code to have zoning ordinances that are consistent with the General Plan, zoning ordinances in charter cities like Torrance are not required to be consistent with the General Plan. Nonetheless, the City of Torrance strives to have a zoning ordinance that is consistent with the objectives, policies, general land uses, and programs in the General Plan.*

*The project includes a request for a General Plan Amendment from General Commercial to Medium-High Density Residential. The proposed 46-unit apartment complex would be consistent with proposed Medium-High Density Residential designation, which are areas characterized low- and medium-rise multi-unit attached developments. The density range for this designation is 31.1 to 44 units/net acre. The proposal for 46 residential units on the 1.2 acre lot is consistent with the proposed Medium Density Residential designation in terms of use and density. The proposed density of 38.3 dwelling units/acre is within the proposed maximum allowable density range of 44 dwelling units/acre.*

*The project also involves a Zone Change from C-R (Restricted Commercial) to R-4 (Unlimited Multiple-Family Residential). The proposed R-4 zoning is consistent with the Medium-High Density Residential designation. The proposed 46-unit apartment is conditionally permitted in the zone. If the General Plan Amendment, Zone Change, and Conditional Use Permit requests are approved, conflict with any applicable land use plan or policy will be addressed and would be less than significant. Therefore, impacts to any applicable land use plan, policy, or regulation would be less than significant, and no mitigation measures would be required.*

*The City typically prefers the R-3 Zone (and Medium Density General Plan designation) as a transitional zone when nearby to lower density R-1 and R-2 Zones. The properties to the west across the alley are zoned R-2, while the properties to the north across Corwin St, to the northwest, to the west across Manhattan Pl, and to the southwest across 182nd St are all zoned R-1. Should the project be revised to request the R-3 Zone and Medium Density designation—and comply with all applicable standards—with the approval of the General Plan Amendment, Zone Change, and Conditional Use Permit requests, the impacts would still be less than significant, and no mitigation measures would be required.*

## 12. MINERAL RESOURCES. Would the project:

- |     |   |      |                          |                          |                          |                                     |
|-----|---|------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| (a) | Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | 1, 2 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|-----|---|------|--------------------------|--------------------------|--------------------------|-------------------------------------|

*According to the Community Resources Element of the City of Torrance General Plan (2009), the project site is not located within a Mineral Resources Zone. There are no known mineral resources in the vicinity; therefore, the proposed development will not negatively impact mineral resources. Therefore, the project would not result in loss of availability of any mineral resource that would be of value to the region, and no impacts to known mineral resources would occur and no mitigation measures would be required.*

- |     |  |      |                          |                          |                          |                                     |
|-----|--|------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| (b) | Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | 1, 2 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|-----|--|------|--------------------------|--------------------------|--------------------------|-------------------------------------|

*As stated previously, the project site does not contain any locally-important mineral resources. Therefore, no impacts to locally-important mineral resources would occur and no mitigation measures would be required.*

## 13. NOISE. Would the project result in:

- |     |   |   |                          |                                     |                          |                          |
|-----|---|---|--------------------------|-------------------------------------|--------------------------|--------------------------|
| (a) | Generation of a substantial temporary or permanent increase in ambient noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | 7 | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|-----|---|---|--------------------------|-------------------------------------|--------------------------|--------------------------|

*A Noise and Vibration Impact Study was prepared for the proposed project. Table 3-7 below presents the estimated noise levels at the sensitive receptors nearest to the project site. The Study notes that the most noise-intensive construction activities would occur during the early phases of construction (e.g., site preparation and structural framing). Most of the latter phases would occur within newly constructed building area, resulting in lower noise levels than exterior construction.*

**ENVIRONMENTAL ISSUES:**

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
Sources				

**TABLE 3-7: UNMITIGATED CONSTRUCTION NOISE LEVELS**

Key to Figure 3-2	Sensitive Receptors	Distance to Construction Centroid (Feet) /a/	Existing Ambient Noise Level (dBA, L <sub>eq</sub> )	Typical Construction Noise Level at Sensitive Receptor (dBA, L <sub>eq</sub> )
1	Residences Across Alley	90	52.9	83.9
2	Residences Across Corwin St.	300	53.6	73.4 /b/
3	Residences on west side of Manhattan Pl.	250	53.6	65.0
4	Residences on Hobart Blvd.	275	53.5	64.2 /b/
/a/ The construction centroid represents the distance from the center of the project site to the sensitive land uses. This distance is a reasonable representation of the typical source distance anticipated from heavy-duty equipment as the equipment moves around the project site. /b/ Includes a 10 dBA reduction for intervening buildings. <b>SOURCE:</b> TAHA, 2019.				

The Study determined that the project would be constructed in a manner typical of urban infill projects and would not require unusually noisy activities such as pile driving, nor nighttime construction activities. Construction would comply with the City's construction noise hours and Noise Ordinance. However, Table 3-7 shows that construction-related noise levels would potentially exceed 75 dBA. The City of Torrance General Plan Noise Element references 75 dBA as the upper threshold before having an adverse effect on humans and states that the likelihood of hearing loss strongly increases at prolonged exposure to sound levels over 85 dBA. To ensure construction noise to result in less-than-significant impact, the Study identified the following mitigation measures.

**NOISE-1**

The construction contractor shall install a barrier made of acoustical materials along the alley located west of the project site. The barrier shall be at least six feet in height and acoustically rated to reduce noise levels by at least 10 dBA. The construction contractor shall consult with the manufacturer or distributor of the acoustical materials to ensure that these requirements are met for the proposed project. The lead agency shall incorporate the acoustical materials into the construction contract specifications and verify the application of the noise barrier by including the noise barrier design in plan sets for construction.

**NOISE-2**

The construction contractor shall ensure that noise-generating equipment is equipped with devices (i.e., mufflers, lagging, and/or motor enclosures).

**NOISE-3**

The construction contractor shall ensure that all equipment is properly maintained to prevent additional noise due to worn or improperly maintained parts.

**NOISE-4**

The construction contractor shall use rubber-tired equipment rather than metal-tracked equipment.

**NOISE-5**

The construction contractor shall locate construction staging areas away from sensitive uses.

**NOISE-6**

When possible, the construction contractor shall use on-site electrical sources to power equipment rather than diesel generators.

**NOISE-7**

The construction contractor shall establish a noise disturbance coordinator. The disturbance coordinator shall be responsible for posting notices regarding the construction schedule on the project site. The disturbance coordinator shall respond to any local complaints about construction noise. The disturbance coordinator shall determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and shall be required to implement reasonable measures such that the complaint is resolved. All signs posted at the construction site shall list the telephone number for the disturbance coordinator.

Therefore, impacts related to excess noise levels would be reduced to less than significant with the incorporation of the aforementioned mitigation measures (N-1, N-2, N-3, N-4, N-5, N-6, and N-7).



ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact

In regards to potential noise impacts related to operations, the Study assessed mobile sources, stationary sources, and land use compatibility. According to Table 3-8 below, roadway noise attributed to the project would be less than 3 dBA on the local roadway network, and it is not anticipated there would be a perceptible change in sound level. Therefore, impacts related to mobile noise levels would be less than significant and no mitigation measures are required.

**TABLE 3-8: ESTIMATED MOBILE SOURCE NOISE LEVELS**

Roadway Segment	Estimated dBA, CNEL					
	Existing (2018)	Existing With Project (2018)	Change	Future No Project (2021)	Future With Project (2021)	Change
Western Ave. between 180 <sup>th</sup> and 182 <sup>nd</sup> St.	72.6	72.6	0.0	72.8	72.8	0.0
180 <sup>th</sup> St. between Manhattan Pl. and Western Ave.	63.8	63.8	0.0	63.9	63.9	0.0
Manhattan Pl. between 180 <sup>th</sup> and 182 <sup>nd</sup> St.	49.1	49.2	0.1	49.3	49.4	0.1
182 <sup>nd</sup> St. between Manhattan Pl. and Western Ave.	53.8	53.9	0.1	53.9	54.0	0.1

As for stationary sources, the project would include several stationary sources typical of apartment developments, HVAC systems in particular. The Study notes that HVAC noise can be further reduced with muffling or enclosures, or being located on the rooftop. Furthermore, the Environmental Division has a condition of approval that requires all equipment, including HVAC systems, comply with the Noise Ordinance, as well as requiring a Noise Attenuation Study at the time of obtaining a Building Permit to show that the operational noise will comply with the City's Noise Ordinance. Finally, the Study notes that the project would include courtyards, a pool, and other amenities. These facilities would be interior to the development and activities would not be audible at adjacent properties. Therefore, impacts related to stationary noise levels would be less than significant and no mitigation measures are required.

Finally, in regards to land use compatibility, the Study notes that the project is located in a noise compatible environment, that typical construction would result in noise levels consistent with the City standard, and no specific design features are needed to ensure compatibility between the project site and the existing noise environment. Therefore, impacts related to land use compatibility would be less than significant and no mitigation measures are required.

- (b) Generation of excessive groundborne vibration or groundborne noise levels?      7      ☐      ☐      ☒      ☐

In regards to potential vibration impacts, the Study assessed construction and operations.

The Study notes that land uses particularly sensitive to vibration annoyance during daytime construction hours—including, but not limited to, hospitals, schools, museums, concert halls, television or record studios, auditoriums, theatres, or research facilities with sensitive equipment—have not been identified near the project site. Therefore, impact related to annoyance/disruption from construction vibration would be less than significant.

Regarding construction vibration related to building damage, the Study notes that heavy-duty equipment operating within 12ft of a structure could exceed the Federal Transit Administration (FTA) threshold. The residences across the alley are located approximately 30ft from the project site and would be exposed to vibration levels below the vibration damage threshold. However, there is a commercial building to the south within 12ft of the project site. To ensure the adjacent structure would not be irreparably damaged by construction vibration, the Study identified the following mitigation measure that would result in a less than significant impact.

#### NOISE-8

Prior to issuance of a grading/shoring permit, a qualified structural engineer shall survey the existing foundation and structural integrity of the adjacent commercial structure to the south, subject to property owner granting access to conduct the survey and shall submit a pre-construction survey letter establishing baseline conditions to the City. At the conclusion of vibration causing activities, and prior to the issuance of any temporary or permanent certificate of occupancy for the proposed project building, the qualified structural engineer shall issue a follow-on letter describing damage, if any, to the adjacent structures. The letter shall identify recommendations for any repair and certify the completion of any repairs as necessary to confirm the integrity of the foundation and structure of the adjacent structure.

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact

Therefore, impacts related to building damage from construction vibration would be reduced to less than significant with the incorporation of the aforementioned mitigation measure (N-1).

In regards to operations, the Study notes that the project does not include stationary sources of vibration, such as heavy-duty industrial equipment, that would exceed FTA thresholds. Therefore, impact related to operational vibration would be less than significant.

- |     |   |   |                          |                          |                          |                                     |
|-----|---|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| (c) | For a project located within the vicinity of a private air strip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | 7 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|-----|---|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

The project is approximately 4.5mi away from the Torrance Airport. The project is not located within an airport land use plan or within two miles of a public airport or public use airport, therefore, no impacts would occur and no mitigation measures are required.

#### 14. POPULATION AND HOUSING. Would the project:

- |     |  |         |                          |                          |                                     |                          |
|-----|--|---------|--------------------------|--------------------------|-------------------------------------|--------------------------|
| (a) | Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | 1, 2, 9 | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|-----|--|---------|--------------------------|--------------------------|-------------------------------------|--------------------------|

Based on the 2013-2017 American Community Survey 5-Year Estimates from the Census, Torrance has a population of 146,758 and 58,335 housing units for a mean average of 2.51 persons per unit for non age-restricted housing. Assuming a worst case scenario of 2.51 persons per unit, the proposed 46 residential units will result in a population growth of approximately 116 residents, which is still less than half of a percent of the City's population and is therefore not considered substantial. The project will not indirectly induce substantial population growth because no extension of infrastructure is proposed. The project will create new housing opportunities within the City consistent with General Plan Housing Element policies. No housing units or residents will be displaced as part of this project. As identified by the Southern California Association of Governments, the City of Torrance is experiencing a jobs/housing imbalance where there is an abundance of jobs yet a shortage of housing. The General Plan Update Final EIR assessed the cumulative environmental impacts of 4,270 additional residential units being developed in the City over a period of 20 years. The proposed project will not result in a significant impact on the environment with respect to population and housing growth projections. Therefore, this project is consistent with the projected growth of the City and will not negatively impact population and housing of the City of Torrance.

- |     |  |         |                          |                          |                          |                                     |
|-----|--|---------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| (b) | Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? | 1, 2, 9 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|-----|--|---------|--------------------------|--------------------------|--------------------------|-------------------------------------|

There is an existing (vacant) single family residence on the project site, which is not considered a substantial number of people or housing. The project proposes a 46-unit apartment complex. No impacts to housing displacement would occur and no mitigation measures would be required.

#### 15. PUBLIC SERVICES

- |     |  |   |                          |                          |                                     |                          |
|-----|--|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| (a) | Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: | 2 | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|-----|--|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

ENVIRONMENTAL ISSUES:		Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
(i)	Fire protection? <i>There are adequate fire, police, park and public maintenance services provided by the City of Torrance available to service the proposed project. Since November 2005, the City of Torrance has collected a Development Impact Fee (DIF). The DIF is a one-time cost other than a tax or special assessment fee that is charged by a local government agency. The DIF is applied to pay a portion of the costs identified for public facilities used for transportation services, undergrounding of utilities, sewer and storm drain. As of January 2007, the DIF fees were also extended to cover Police and Fire Facilities. Therefore, the project will have less than significant impact with regard to fire protection and no mitigation measures would be required.</i>	1, 2	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(ii)	Police protection? <i>As discussed in 15(a)(i) above, the City of Torrance has collected a DIF, which include Police and Fire Facilities. Therefore, the project will have less than significant impact with regard to police protection and no mitigation measures would be required</i>	1, 2	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iii)	Schools? <i>Based on projected student generation factors provided by the Torrance Unified School District (0.3166 for multi-family units in 2018), the project would potentially generate approximately 15 students to local public schools. The potential impact of the students generated by the project in of itself would not require the construction of new or the expansion of existing school facilities. The financial impact caused by the additional number of students generated by the project would be offset by the collection of school fees. Therefore, impacts associated with school facilities and services would be less than significant and no mitigation measures would be required.</i>	1,2	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iv)	Parks? <i>The project would potentially result approximately 116 new residents and in a small increase in park use. However, the project in of itself would not require the construction of a new park facility or expansion of an existing park facility. Guenser Park is less than 0.5mi west of the project site. Potential impacts would be offset by the collection of Park and Recreation fees prior to issuance of building permits for construction. Therefore, impacts to parks would be considered less than significant and no mitigation measures would be required.</i>	1, 2	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(v)	Other public facilities? <i>Although demands for services cannot be determined with precision at this time, this project will contribute to cumulative demand for emergency services provided by the Fire Department and Police Department. However, the impact of this project alone is not expected to be significant. The additional demand created by the project would not be significant enough to require the construction of new or the expansion of existing fire stations or police facilities, nor cause a disruption in service or alteration of such services. There are adequate fire, police, park and public maintenance services provided by the City of Torrance available to service the proposed development. As previously mentioned, the City collects a DIF, applied to pay a portion of the costs identified for public facilities used for transportation services, undergrounding of utilities, sewer and storm drain. Therefore, the project will have less than significant impact with regard to public facilities and no mitigation measures would be required.</i>	1, 2	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## 16. RECREATION:

(a)	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? <i>As referenced in 15(a)(iv), the project would potentially result in a small increase in park use, but would not require the construction of a new park facility or expansion of an existing park facility. Guenser Park is less than 0.5mi west of the project site. Potential impacts would be offset by the collection of Park and Recreation fees prior to issuance of building permits for construction. Therefore, impacts to recreational facilities would be less than significant and no mitigation measures would be required.</i>	1, 2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
-----	---	------	--------------------------	--------------------------	--------------------------	-------------------------------------

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
(b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? <i>The Code requires at least 13,800sf of open space for the proposed R-4 project; 13,966sf is provided via a combination of 10,350sf of private open space and 3,616sf of common open space. The project includes recreation areas onsite, including outdoor courtyards, walking paths, pool and spa, BBQ areas, indoor gym, and indoor workshop, which may be utilized by the residents. Furthermore, the site is nearby to various commercial plazas with various shops and restaurants within walking distance. Therefore, the project is not expected to significantly increase demand for public recreational services. The project does not require the construction or expansion of recreational facilities, and is not envisioned to have an adverse physical effect on the environment. Therefore, no mitigation measures would be required.</i>	1, 2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**17. TRANSPORTATION. Would the project:**

(a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities? <i>A Traffic Impact Analysis Report was prepared for the proposed project.</i>  <i>Five key existing area intersections were selected for evaluation to provide both regional and local access to the study area.</i> <ol style="list-style-type: none"> <li>1. Western Ave &amp; Corwin St/180th St</li> <li>2. Western Ave &amp; Project Driveway</li> <li>3. Western Ave &amp; 182nd St</li> <li>4. Manhattan Pl &amp; Corwin St</li> <li>5. Manhattan Pl and 182nd St</li> </ol> <i>The analysis focused on assessing potential traffic impacts during morning and afternoon commute peak hours on a typical weekday based on the Intersection Capacity Utilization (ICU) and Highway Capacity Manual (HCM) methods of analyses. According to the Report, on a typical weekday, the project is expected to generate 237 daily trips, with 16 trips (4 inbound, 12 outbound) produced in the AM peak hour and 19 trips (11 inbound, 19 outbound) produced in the PM peak hour.</i> <i>These findings are summarized in Table 4 below.</i>	8	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--	---	--------------------------	--------------------------	-------------------------------------	--------------------------

**Table 4  
Project Traffic Generation**

LU	Use/Description	Size	Units	Daily	AM Peak Hour			PM Peak Hour		
					I/B	O/B	Total	I/B	O/B	Total
221	Multifamily Housing (Mid-Rise)	46	DU	250	4	13	17	12	8	20
	Transit Credit		5%	(13)	0	(1)	(1)	(1)	0	(1)
				237	4	12	16	11	8	19

*The Report analysed three scenarios for traffic conditions: Existing; Existing Plus Project; and 2021 Future With and Without Project.*



ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact

Existing traffic conditions are shown below in Table 2, to establish benchmark volumes.

**Table 2**  
**Existing (2018) Level of Service Summary**

No.	Intersection	Time	Existing Condition			
			ICU (V/C)		HCM (Delay)	
			ICU	LOS	Delay	LOS
1	Western Ave. & Corwin St./180th St.*	AM	---	---	51.3 sec	F
		PM	---	---	35.6 sec	E
2	Western Ave. & Project Dwy.*	AM	---	---	28.8 sec	D
		PM	---	---	17.3 sec	C
3	Western Ave. & 182nd St.	AM	0.786	C	21.1 sec	C
		PM	0.950	E	29.0 sec	C
4	Manhattan Pl. & Corwin St.	AM	---	---	7.2 sec	A
		PM	---	---	7.1 sec	A
5	Manhattan Pl. & 182nd St.	AM	---	---	18.1 sec	C
		PM	---	---	37.1 sec	E

\* To be conservative, STOP sign controlled intersection assumed worst approach Delay.

For Existing Plus Project traffic conditions, the analysis indicates that traffic associated with the project will not significantly impact any key study intersections. Details can be found in Table 5 below.

**Table 5**  
**CMA and LOS Summary**  
**Existing (2018) With Project Traffic Conditions**

No.	Intersection	Time	ICU (V/C)				HCM (Delay)			
			W/o Project		With Project		W/o Project		With Project	
			ICU	LOS	ICU	LOS	Delay	LOS	Delay	LOS
1	Western Ave. & * Corwin St./180th St.	AM	---	---	---	---	51.3 sec	F	51.8 sec	F
		PM	---	---	---	---	35.6 sec	E	35.0 sec	E
2	Western Ave. & * Project Dwy.	AM	---	---	---	---	28.8 sec	D	29.1 sec	D
		PM	---	---	---	---	17.3 sec	C	20.2 sec	C
3	Western Ave. & 182nd St.	AM	0.786	C	0.786	C	21.1 sec	C	21.2 sec	C
		PM	0.950	E	0.954	E	29.0 sec	C	29.3 sec	C
4	Manhattan Pl. & * Corwin St.	AM	---	---	---	---	7.2 sec	A	7.2 sec	A
		PM	---	---	---	---	7.1 sec	A	7.1 sec	A
5	Manhattan Pl. & * 182nd St.	AM	---	---	---	---	18.1 sec	C	18.2 sec	C
		PM	---	---	---	---	37.1 sec	E	37.4 sec	E

\* STOP sign controlled intersection. To be conservative, the worst approach delay is listed.

# ENVIRONMENTAL ISSUES:

# Sources

Potentially  
Significant  
Impact

Less Than  
Significant  
With  
Mitigation  
Incorporation

Less than  
Significant  
Impact

No  
Impact

For 2021 Future With and Without Project traffic conditions, the analysis indicates that traffic associated with the project is not forecasted to significantly impact any key study intersetctions. Details can be found in Table 6 below.

**Table 6**  
**Level of Service Summary**  
**Future (2021) Traffic Conditions**

No.	Intersection	Time	ICU (V/C)				HCM (Delay)			
			W/o Project		With Project		W/o Project		With Project	
			ICU	LOS	ICU	LOS	Delay	LOS	Delay	LOS
1	Western Ave. & * Corwin St./180th St.	AM	---	---	---	---	56.8 sec	F	57.5 sec	F
		PM	---	---	---	---	39.6 sec	E	39.0 sec	E
2	Western Ave. & * Project Dwy.	AM	---	---	---	---	30.5 sec	D	31.1 sec	D
		PM	---	---	---	---	17.9 sec	C	21.2 sec	C
3	Western Ave. & 182nd St.	AM	0.811	D	0.811	D	22.1 sec	C	22.2 sec	C
		PM	1.204	F	1.208	F	33.1 sec	C	33.3 sec	C
4	Manhattan Pl. & * Corwin St.	AM	---	---	---	---	7.2 sec	A	7.2 sec	A
		PM	---	---	---	---	7.1 sec	A	7.1 sec	A
5	Manhattan Pl. & * 182nd St.	AM	---	---	---	---	19.2 sec	C	19.2 sec	C
		PM	---	---	---	---	43.7 sec	E	44.1 sec	E

\* STOP sign controlled intersection. To be conservative, the worst approach delay is listed.

The results of the analyses indicate the proposed project will not impact any of the key study intersections. As there are no significant impacts at the study intersections, no traffic mitigation measures are required.

Construction and operation of the project would not conflict with a program plan, ordinance or policy addressing the circulation system. Therefore, based on the preceding analyses, impacts related to traffic would be considered less than significant, and no traffic mitigation measures are required.

- (b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?
- 8 ☐ ☐ ☒ ☐

According to the Traffic Impact Analysis Report, no significant impacts are expected to occur on the Los Angeles County Congestion Management Program (CMP) roadway network (i.e. arterial monitoring intersection locations or freeway monitoring locations) due to the development and full occupancy of the proposed project. The nearest CMP monitoring intersection is Western Ave and 190th St, approximately 0.5mi south of the project site. The CMP threshold is adding 50 or more trips during peak hours. It is estimated that the project would generate at most 5 trips during AM peak hours and 6 trips during PM. Therefore, impacts related to the congestion management program would be less than significant, and no mitigation measures would be required.

- (c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
- 8 ☐ ☐ ☒ ☐

The Report performed a driveway sight distance analysis to determine the length of red curb needed to ensure a vehicle exiting the project driveway will have adequate visibility of oncoming traffic. Measurements were performed in accordance with American Association of State Highway and Transportation Officials requirements, for both stopping sight distance and intersection sight distance. The report recommends that the red curb length be at least approximately 80ft north and 30ft south of project driveway.

The Traffic Engineering Division of the Public Works Department reviewed the Report and concurs with the findings. They have included the following recommended conditions of approval:

- Underground all utilities on Western Ave project frontage.
- Install new underground-fed LED LS-2 street lighting system on marbelite poles on Western Ave and Corwin St frontages.

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact

Therefore, impacts related to increased hazards or incompatible uses would be considered less than significant. No mitigation measures would be required.

- |     |  |   |                          |                          |                                     |                          |
|-----|--|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| (d) | Result in inadequate emergency access? | 8 | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|-----|--|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
- The proposed project will have a new driveway off of Western Ave that allows for emergency access. Furthermore, the project allows access via Corwin St as well as the alley to the west. Therefore, impacts related to emergency access would be considered less than significant. No mitigation measures would be required.

#### 18. TRIBAL CULTURAL RESOURCES. Would the project:

- |     |   |    |                          |                                     |                          |                          |
|-----|---|----|--------------------------|-------------------------------------|--------------------------|--------------------------|
| (a) | Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: | 13 | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| (i) | Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or   | 13 | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Native American Heritage Commission Sacred Lands File Search and Tribal Consultation List

The City of Torrance submitted a request to the NAHC for a Sacred Lands File Search and a Tribal Consultation Contact List for the proposed project located within the USGS Torrance, CA 7.5' Topographic Map. The NAHC provided a Tribal Consultation List of California Native American tribes traditionally and culturally affiliated with the project area, but did not yield any sites within their Sacred Lands File Search Database. (Attachment 6).

South Central Coastal Information Center – California Historical Resources Information System (CHRIS) Record Search

The City of Torrance submitted a request to the SCCIC for a "rushed" record search of the CHRIS of Native American historical and archeological resources within the project site or the USGS Torrance Topographic Map (Attachment 7). The SCCIC provided results that no archaeological or built-environment resources were within the project area, with ten cultural reports/studies within the 1/2mile project radius.

Assembly Bill No. 52 (AB 52)

The City of Torrance sent notifications regarding the proposed project to Tribes that have submitted to the City a formal request for notification. The following tribes were notified by the City on January 17, 2019: Soboba Band of Luiseno Indians, Torres Martinez Desert Cahuilla Indians, and Gabrieleño Band of Mission Indians – Kizh Nation. As of the preparation of the assessment, a response from Gabrieleño Band of Mission Indians – Kizh Nation has been received on January 23, 2019 requesting for consultation.

This assessment revealed no evidence of any known historical, archeological, or tribal cultural resources on the project site listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k). While no archaeological or tribal cultural resources were identified within the project site, there is the potential that buried and previously unrecorded resources could be encountered during construction.

Consultation with the Gabrieleño Band of Mission Indians-Kizh Nation resulted in a list of mutually agreeable mitigation measures to reduce any significant adverse impacts related to discovery of any unknown archaeological tribal cultural resources at the project site to less than significant. The resulting mitigation measures are listed below:

#### TRIBAL CULTURAL RESOURCES-1

**Retain a Native American Monitor/Consultant:** The Project Applicant shall be required to retain and compensate for the services of a Tribal monitor/consultant who is both approved by the Gabrieleño Band of Mission Indians-Kizh Nation Tribal Government and is listed under the NAHC's Tribal Contact list for the area of the project location. This list is provided by the NAHC. The monitor/consultant will only be present on-site during the construction phases that involve ground disturbing activities to a depth of 15 feet, provided that if certain soil conditions are discovered, a farther depth may be required. Ground disturbing activities are

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less Than Significant	Less than Significant Impact	No Impact
			With Mitigation Incorporation		

defined by the Gabrieleño Band of Mission Indians-Kizh Nation as activities that may include, but are not limited to, pavement removal, pot-holing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the project area. The Tribal Monitor/consultant will complete daily monitoring logs that will provide descriptions of the day’s activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the Tribal Representatives and monitor/consultant have indicated that the site has a low potential for impacting Tribal Cultural Resources.

TRIBAL CULTURAL RESOURCES-2

Unanticipated Discovery of Tribal Cultural and Archaeological Resources: Upon discovery of any archaeological resources, cease construction activities in the immediate vicinity of the find until the find can be assessed. All archaeological resources unearthed by project construction activities shall be evaluated by the qualified archaeologist and tribal monitor/consultant approved by the Gabrieleño Band of Mission Indians-Kizh Nation. If the resources are Native American in origin, the Gabrieleño Band of Mission Indians-Kizh Nation shall coordinate with the landowner regarding treatment and cu-ration of these resources. Typically, the Tribe will request reburial or preservation for educational purposes. Work may continue on other parts of the project while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section15064.5 [f]). If a resource is determined by the qualified archaeologist to constitute a “historical resource” or “unique archaeological resource”, time allotment and funding sufficient to allow for implementation of avoidance measures, or appropriate mitigation, must be available. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and Public Resources Code Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any historic archaeological material that is not Native American in origin shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be offered to a local school or historical society in the area for educational purposes.

TRIBAL CULTURAL RESOURCES-3

Unanticipated Discovery of Human Remains and Associated Funerary Objects: Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decom-position or skeletal completeness. Funerary objects, called associated grave goods in PRC 5097.98, are also to be treated according to this statute. Health and Safety Code 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and excavation halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the NAHC and PRC 5097.98 shall be followed...

TRIBAL CULTURAL RESOURCES-4

Resource Assessment and Continuation of Work Protocol: Upon discovery, the tribal and/or archaeological monitor/consultant/ consultant will immediately divert work at minimum of 50 feet and place an exclusion zone around the burial. The monitor/consultant(s) will then notify the Tribe, the qualified lead archaeologist, and the construction manager who will call the coroner. Work will continue to be diverted while the coroner determines whether the remains are Native American. The discovery is to be kept confidential and secure to prevent any further disturbance. If the finds are determined to be Native American, the coroner will notify the NAHC as mandated by state law who will then appoint a Most Likely Descendent (MLD).

TRIBAL CULTURAL RESOURCES-5

Kizh-Gabrieleno Procedures for burials and funerary remains: If the Gabrieleno Band of Mission Indians – Kizh Nation is designated MLD, the following treatment measures shall be implemented. To the Tribe, the term “human remains” encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the burial of funerary objects with the de-ceased, and the ceremonial burning of human remains. These remains are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects.



ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact

#### TRIBAL CULTURAL RESOURCES-6

*Treatment Measures: Prior to the continuation of ground disturbing activities, the land owner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the re-mains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed. The Tribe will work closely with the qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be taken which includes at a minimum detailed descriptive notes and sketches. Additional types of documentation shall be approved by the Tribe for data recovery purposes. Cremations will either be removed in bulk or by means as necessary to ensure complete recovery of all material. If the discovery of human remains includes four or more burials, the location is considered a cemetery and a separate treatment plan shall be created. Once complete, a final report of all activities is to be submitted to the Tribe and the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive diagnostics on human remains.*

*Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.*

*Professional Standards: Archaeological and Native American monitoring and excavation during construction projects will be consistent with current professional standards. All feasible care to avoid any unnecessary disturbance, physical modification, or separation of human remains and associated funerary objects shall be taken. Principal personnel must meet the Secretary of Interior standards for archaeology and have a minimum of 10 years of experience as a principal investigator working with Native American archaeological sites in southern California. The Qualified Archaeologist shall ensure that all other personnel are appropriately trained and qualified.*

*Therefore, impacts to tribal cultural resources would be reduced to less than significant with the incorporation of the aforementioned mitigation measures (TCR-1, TCR-2, TCR-3, TCR-4, TCR-5, and TCR-6).*

- |      |  |    |                          |                                     |                          |                          |
|------|--|----|--------------------------|-------------------------------------|--------------------------|--------------------------|
| (ii) | A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. | 13 | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|------|--|----|--------------------------|-------------------------------------|--------------------------|--------------------------|

*As described in 18(a)(i), there is no evidence of any known historical, archeological, or tribal cultural resources on the project site that is determined to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. While no archaeological or tribal cultural resources were identified within the project site, there is the potential that buried and previously unrecorded resources could be encountered during construction. Any significant adverse impacts related to discovery of an unknown archaeological tribal cultural resource at the project site would be reduced to less than significant with the incorporation of mitigation measures TCR-1 through TCR-6, as referenced in 18(a)(i).*

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact

#### 19. UTILITIES AND SERVICE SYSTEMS. Would the project:

- (a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects? 2, 10 ☐ ☐ ☒ ☐
- The project would result in an increase in the need for wastewater treatment services. Based on the Sanitation Districts of Los Angeles County average wastewater generation factors, the project's expected wastewater flow is 7,176 gallons per day (156gpd/dwelling unit for residential projects of 5+units). Wastewater generated by the project will be treated at the Joint Water Pollution Control Plant in Carson which has a design capacity of 400 million gpd and currently processes an average of 280 million gpd. Therefore, impacts to water systems or wastewater systems would be considered less than significant as no expansion of existing facilities will be required. No mitigation measures would be required.*
- (b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years? 2 ☐ ☐ ☒ ☐
- The project site is located in a largely urbanized area surrounded by commercial and residential development. The Engineering Division has placed conditions and code requirements on the project to ensure adequate service to the site. It should be noted that the City of Torrance has implemented a DIF and that a portion of the fee is used towards maintenance and improving infrastructure in the area. Also, the project will be required to comply with the California Green Code standards for water conservation, such as installation of high efficiency water fixtures and low-flow irrigation systems for landscape areas. Therefore, impacts to water supplies would be considered less than significant. No mitigation measures would be required.*
- (c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? 2, 10 ☐ ☐ ☒ ☐
- The existing system would have adequate capacity to serve the project. As stated in 18(a) above, wastewater generated by the project will be treated at the Joint Water Pollution Control Plant in Carson which has a design capacity of 400 million gpd and currently processes an average of 280 million gpd. Based on the size and scope of the project, the wastewater treatment provider would have adequate capacity to serve project's projected demand. Therefore, the project would not result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to the project's projected demand in addition to the provider's existing commitments and no mitigation measures would be required.*
- (d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? 2 ☐ ☐ ☒ ☐
- The project will be serviced by a private waste hauler and conditions of approval will require recycling to reduce demand for landfill area. Through various waste collection, reduction and recycling programs, Torrance residents and businesses recycle over 10,000 tons of material each year. Based on the size and scope of the project, existing infrastructure would have sufficient capacity to accommodate the project's waste disposal needs. The project would not impair the attainment of solid waste reduction goals. Therefore, impacts to solid waste disposal would be less than significant and no mitigation measures would be required.*
- (e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste? 2 ☐ ☐ ☐ ☒
- The project would comply with all Federal, State, and local statutes and regulations related to solid waste. In addition, a WMP would be prepared in order to recycle or reuse at least fifty percent of the materials that leave the project site. Therefore, no impacts to regulations related to solid waste would occur and no mitigation measures would be required.*

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact

**20. WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:**

- |     |   |             |                          |                          |                                     |                                     |
|-----|---|-------------|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| (a) | Substantially impair an adopted emergency response plan or emergency evacuation plan?   | 15, 1,<br>2 | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
|     | <i>According to maps provided by the State Board of Forestry and Fire Protection, the City of Torrance is not within a State responsibility area, nor classified as a very high fire hazard severity zone. The project is located within an urbanized area that does not contain expanses of wildland area. Although some temporary, partial street closures may be necessary for construction activities, the project would not substantially impair any adopted emergency response plan or emergency evacuation plan. Additionally, the Torrance Fire Department has recommended conditions of approval that will require Fire vehicle paths be identified and maintained for all phases of construction. Therefore, impacts to emergency response plans or emergency evacuation plans would be considered less than significant. No mitigation measures would be required.</i> |             |                          |                          |                                     |                                     |
| (b) | Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?   | 2           | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
|     | <i>The project site is relatively flat located in a largely urbanized area surrounded by commercial and residential development. Project development would not exacerbate wildfire risks and would not expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire. Therefore, impacts would be considered less than significant and no mitigation measures would be required.</i>  |             |                          |                          |                                     |                                     |
| (c) | Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?   | 2           | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
|     | <i>The project site is located in a largely urbanized area with existing infrastructure to serve the proposed residential development. Project development would not require the installation or maintenance of infrastructure that may exacerbate fire risk. Furthermore, standard conditions placed on encroachment permits require notification of emergency services, paths of travel, and traffic management will ensure that roadways remain available for emergency evacuation. Project development would not involve construction or maintenance of infrastructure. Therefore, impacts would be less than significant and no mitigation measures are required.</i>  |             |                          |                          |                                     |                                     |
| (d) | Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?  | 2           | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
|     | <i>The project is located within an urbanized area that does not contain expanses of wildland area. The project site is not located near a canyon, slope, drainage course, stream, or other natural feature which could expose people or structures to significant post-fire risks, including downslope or downstream flooding or landslides. Therefore, no impacts from project development would occur and no mitigation measures would be required.</i>  |             |                          |                          |                                     |                                     |

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less Than Significant		
			With Mitigation Incorporation	Less than Significant Impact	No Impact

## 21. MANDATORY FINDINGS OF SIGNIFICANCE:

- |   |   |      |                          |                                     |                          |                                     |
|---|---|------|--------------------------|-------------------------------------|--------------------------|-------------------------------------|
| (a)   | Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | 2    | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <p><i>As described in the analysis above, the project involves the construction of a 46-unit apartment on previously disturbed site developed as an unpaved parking lot, market, and residence. Because the project is located in a highly urbanized area and outside the natural environment, the project will not result in cumulative impacts to the quality of the area environment. The proposed project would not degrade the quality of the environment, reduce the habitats of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal, or eliminate important examples of major periods of California history or prehistory. The project has no potential to degrade the quality of the environment or affect any habitat. The project, based on the summary of findings in the analysis above, will not be obnoxious or detrimental to the welfare of the community, with the previously identified and incorporated mitigation measures. No impact would occur and no additional mitigation measures are required.</i></p>   |   |      |                          |                                     |                          |                                     |
| (b)   | Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?   | 1, 2 | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            |
| <p><i>The project would not result in individually or cumulatively considerable impacts that are significant. With the implementation of mitigation measures B-1, CR-1, CR-2, GS-1, N-1, N-2, N-3, N-4, N-5, N-6, N-7, N-8, TCR-1, TCR-2, TCR-3, TCR-4, TCR-5, and TCR-6, the analysis above has determined that the project would not have any individually or cumulatively considerable impacts.</i></p> <p><i>The long-term cumulative impacts of development in the City, pursuant to the Torrance General Plan (2009), were assessed in the General Plan Update Final EIR. The EIR identified certain cumulative impacts such as generation of air pollution, 100-year flood protection, traffic congestion, limited solid waste disposal facilities in Los Angeles County, and limited water supply for Southern California. These cumulative impacts are considered to be previously assessed and the development does not have impacts that are individually limited, but cumulatively considerable. Therefore, impacts are considered less than significant, and no additional mitigation measures would be required.</i></p>  |   |      |                          |                                     |                          |                                     |
| (c)   | Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?  |      | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            |
| <p><i>As described in the analysis above, with the implementation of mitigation measures, the construction and operation of the project would not cause substantial adverse effects on human beings, either directly or indirectly. The impacts that the project could have on human beings have been reduced to below a level of significance via mitigation measures N-1 through N-7, along with existing regulations and standard conditions of approval.</i></p> <p><i>Mitigation measures N-1 through N-7 are specifically to mitigate noise impacts and reduce construction noise exposure to below the threshold of having an adverse effect on humans. The other mitigation measures are intended to protect other environmental aspects of the project: B-1 for birds; CR1-2/TCR1-6 for cultural and tribal cultural resources; GS-1 for paleontological resources; and N-8 for building protection. As referenced in 13(b), impact related to annoyance/disruption from construction vibration would be less than significant during allowed construction noise hours. N-8 is specifically to mitigate potential building damage to the structures to the south within 12ft of the project site.</i></p> <p><i>As the environmental impacts of this project are herein determined to be less than significant overall, there is no evidence to indicate that adverse impacts will be caused to human beings, either directly or indirectly. Therefore, impacts are considered less than significant, and no additional mitigation measures would be required.</i></p> |   |      |                          |                                     |                          |                                     |

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact

## 22. EARLIER ANALYSIS:

This Initial Study incorporates information contained in the City of Torrance General Plan. The General Plan Update Final EIR, 2009, is a program EIR pursuant to Section 15168 of the CEQA Guidelines. Pursuant to CEQA and the CEQA Guidelines, a program EIR may (1) serve as the basis for determining whether the later activity may have any significant effects, and (2) be incorporated by reference to deal with regional influences, secondary effects, cumulative impacts, broad alternatives, and other factors that apply to the program as a whole.

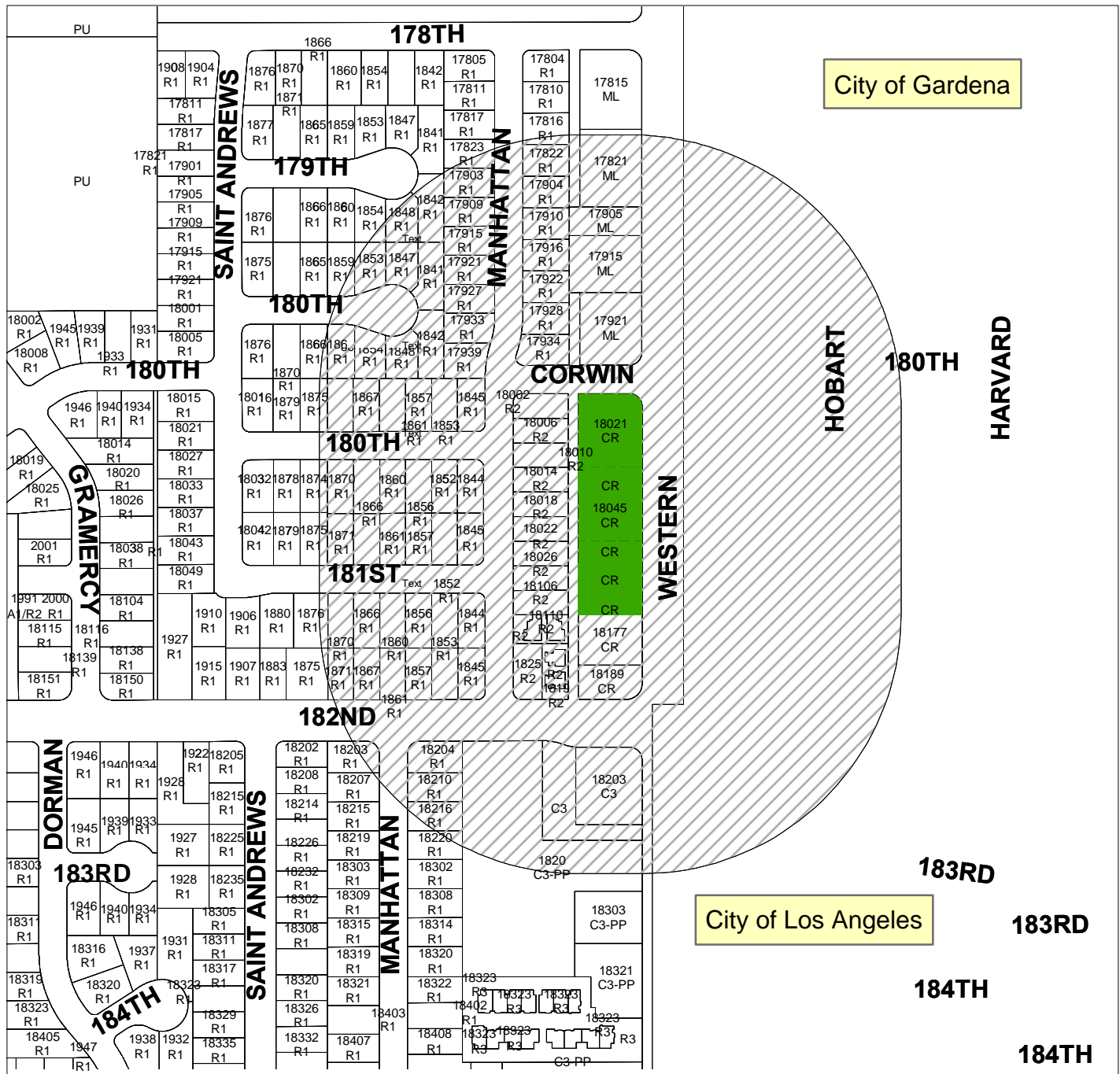
## 20. SOURCE REFERENCES:

1. City of Torrance General Plan 2010 and Land Use Map
2. General Plan Final Environmental Impact Report, SCH #2008111046, May 2010
3. City of Torrance Municipal Code, Division 9: Planning & Land Use
4. City of Torrance Zoning Map
5. State of California Department of Conservation, Farmland Mapping & Monitoring Program & Williamson Act Program <http://www.conservation.ca.gov/dlrp/fmmp/Pages/Index.aspx>, and <http://www.conservation.ca.gov/dlrp/lca/Pages/Index.aspx>
6. Air Quality and Greenhouse Gas Emissions Technical Study – February 2018 Terry A. Hayes Associates Inc.
7. Noise and Vibration Impact Study – April 2019 Terry A. Hayes Associates Inc.
8. Traffic Impact Analysis – April 2018 Crain & Associates
9. Project Plot Plan, Floor Plan and Elevations
10. Sanitation Districts of Los Angeles County (<http://www.lacsd.org>)
11. City of Torrance Expansive Soil Foundation Map for Residential Construction
12. Sanitary Sewer Study – March 2018 DCA Civil Engineering Group
13. Sacred Lands File Search and Tribal Consultation List, Native American Heritage Commission
14. California Department of Toxic Substances Control (<http://www.dtsc.ca.gov>)
15. California Department of Forestry and Fire Protection Fire Hazard Severity Zone Map for Los Angeles County (<http://www.fire.ca.gov>)

## 21. ATTACHMENTS:

1. Location and Zoning Map
2. Air Quality and Greenhouse Gas Emissions Technical Study (Excerpt) – February 2018 Terry A. Hayes Associates Inc.
3. Noise and Vibration Impact Study (Excerpt) – April 2019 Terry A. Hayes Associates Inc.
4. Traffic Impact Analysis (Excerpt) – April 2018 Crain & Associates
5. Sanitary Sewer Study (Excerpt) – March 2018 DCA Civil Engineering Group
6. Sacred Lands File Search and Tribal Consultation List, Native American Heritage Commission, January 23, 2019
7. South Central Coastal Information Center – CHRIS Record Search Request, City of Torrance, February 5, 2019
8. Formal Notification Pursuant to Public Resources Code § 21080.3.1, City of Torrance, January 23, 2019





## LOCATION AND ZONING MAP

18021- 18141 Western Avenue  
 EAS18-00005, WAV18-00013,  
 DIV18-00012, CUP18-00030,  
 ZON18-00002, GPA18-00001



## LEGEND

- 18021- 18141 Western Avenue
- 500 ft Notification Area

Feet  
 0 70 140 280



# WESTERN AND CORWIN RESIDENTIAL PROJECT AIR QUALITY AND GREENHOUSE GAS EMISSIONS IMPACT STUDY

Prepared by

TERRY A. HAYES ASSOCIATES INC.

FEBRUARY 2018



## 1.0 SUMMARY OF FINDINGS

Terry A. Hayes Associates Inc. (TAHA) completed an Air Quality and Greenhouse Gas (GHG) Emissions impact assessment for the proposed Western and Corwin Residential Project (proposed project). The analyses addressed potential environmental impacts associated with construction and operation of the proposed project. The emissions of air pollutants and GHGs that will be generated by construction and operation of the proposed project were evaluated for potential significance in accordance with applicable South Coast Air Quality Management District (SCAQMD) methodologies. Conclusions that address significance determinations under the California Environmental Quality Act (CEQA) Environmental Checklist criteria are shown in **Table 1-1**. All impacts were determined to be less-than-significant, no mitigation measures are required.

<b>TABLE 1-1: SUMMARY OF IMPACT STATEMENTS</b>		
<b>Impact Statement</b>	<b>Proposed Project Level of Significance</b>	<b>Applicable Mitigation Measures</b>
<b>AIR QUALITY</b>		
Would the proposed project conflict with or obstruct implementation of the applicable air quality plan?	Less-Than-Significant Impact	None
Would the proposed project violate any air quality standard or contribute substantially to an existing or projected air quality violation?	Less-Than-Significant Impact	None
Would the proposed project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	Less-Than-Significant Impact	None
Would the proposed project expose sensitive receptors to substantial pollutant concentrations?	Less-Than-Significant Impact	None
Would the proposed project create objectionable odors affecting a substantial number of people?	Less-Than-Significant Impact	None
<b>GREENHOUSE GAS EMISSIONS</b>		
Would the proposed project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Less-Than-Significant Impact	None
Would the proposed project conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Less-Than-Significant Impact	None
<b>SOURCE: TAHA, 2018.</b>		

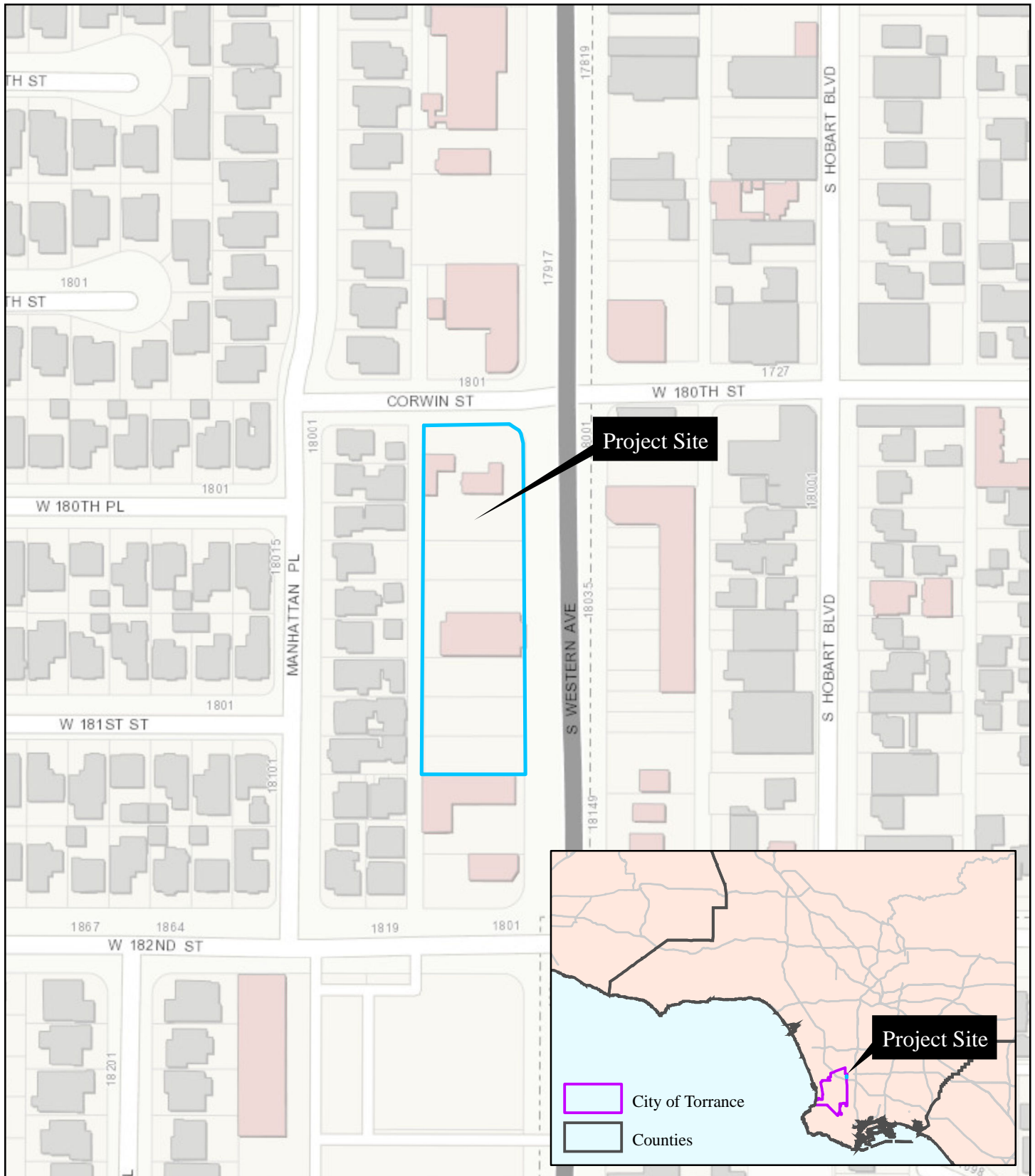
## 2.0 INTRODUCTION

### 2.1 PURPOSE OF REPORT

The purpose of this report is to evaluate the potential significance of environmental impacts related to Air Quality and GHG Emissions resulting from implementation of the proposed project.

### 2.2 PROJECT DESCRIPTION

The proposed project includes 46 apartment units located at 18021-18141 Western Avenue in the City of Torrance. The three-story building would be constructed on an approximately 1.25-acre lot and include one level of subterranean parking. The project location is shown in **Figure 2-1**.



Source: TAHA, 2018.



# WESTERN AND CORWIN RESIDENTIAL PROJECT NOISE AND VIBRATION IMPACT STUDY

Prepared by

TERRY A. HAYES ASSOCIATES INC.

APRIL 2019





## 1.0 SUMMARY OF FINDINGS

Terry A. Hayes Associates Inc. (TAHA) completed a noise and vibration impact analysis for the proposed Western and Corwin Residential Project (proposed project). The analysis assesses construction and operational impacts associated with the proposed project. Conclusions that address significance determinations under the California Environmental Quality Act (CEQA) Environmental Checklist criteria are shown in **Table 1-1**. Mitigation measures are summarized following the table.

<b>TABLE 1-1: SUMMARY OF IMPACTS</b>		
<b>Impact Statement</b>	<b>Proposed Project Level of Significance</b>	<b>Applicable Mitigation Measures</b>
Would the proposed project expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Less-Than-Significant Impact With Mitigation	N-1 through N-7
Would the proposed project expose people to or generate excessive ground-borne vibration or ground-borne noise levels?	Less-Than-Significant Impact With Mitigation	N-8
Would the proposed project create a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	Less-Than-Significant Impact	None
Would the proposed project create a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	Less-Than-Significant Impact	None
Would the proposed project create a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	No Impact	None
For a project within the vicinity of a private airstrip, would the proposed project expose people residing or working in the project area to excessive noise levels?	No Impact	None
<b>SOURCE:</b> TAHA, 2019.		

### Mitigation Measures

- N-1** The construction contractor shall install a barrier made of acoustical materials along the alley located west of the project site. The barrier shall be at least six feet in height and acoustically rated to reduce noise levels by at least 10 dBA. The construction contractor shall consult with the manufacturer or distributor of the acoustical materials to ensure that these requirements are met for the proposed project. The lead agency shall incorporate the acoustical materials into the construction contract specifications and verify the application of the noise barrier by including the noise barrier design in plan sets for construction.
- N-2** The construction contractor shall ensure that noise-generating equipment is equipped with effective noise control devices (i.e., mufflers, lagging, and/or motor enclosures).
- N-3** The construction contractor shall ensure that all equipment is properly maintained to prevent additional noise due to worn or improperly maintained parts.
- N-4** The construction contractor shall use rubber-tired equipment rather than metal-tracked equipment.
- N-5** The construction contractor shall locate construction staging areas away from sensitive uses.
- N-6** When possible, the construction contractor shall use on-site electrical sources to power equipment rather than diesel generators.

- N-7** The construction contractor shall establish a noise disturbance coordinator. The disturbance coordinator shall be responsible for posting notices regarding the construction schedule on the project site. The disturbance coordinator shall respond to any local complaints about construction noise. The disturbance coordinator shall determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and shall be required to implement reasonable measures such that the complaint is resolved. All signs posted at the construction site shall list the telephone number for the disturbance coordinator.
- N-8** Prior to issuance of a grading/shoring permit, a qualified structural engineer shall survey the existing foundation and structural integrity of the adjacent commercial structure to the south, subject to property owner granting access to conduct the survey and shall submit a pre-construction survey letter establishing baseline conditions to the City. At the conclusion of vibration causing activities, and prior to the issuance of any temporary or permanent certificate of occupancy for the proposed project building, the qualified structural engineer shall issue a follow-on letter describing damage, if any, to the adjacent structures. The letter shall identify recommendations for any repair and certify the completion of any repairs as necessary to confirm the integrity of the foundation and structure of the adjacent structure.

## 2.0 INTRODUCTION

### 2.1 PURPOSE OF REPORT

The purpose of this report is to evaluate the potential noise and vibration impacts associated with the proposed project.

### 2.2 PROJECT DESCRIPTION

The proposed project includes 46 apartment units located at 18021-18141 Western Avenue in the City of Torrance. The three-story building would be constructed on an approximately 1.25-acre lot and include one level of subterranean parking. The project location is shown in **Figure 2-1**.

## 3.0 NOISE & VIBRATION

This section describes the characteristics of noise and vibration, discusses the applicable regulatory framework, defines the existing setting, and evaluates noise and vibration levels associated with the proposed project.

### 3.1 NOISE AND VIBRATION CHARACTERISTICS AND EFFECTS

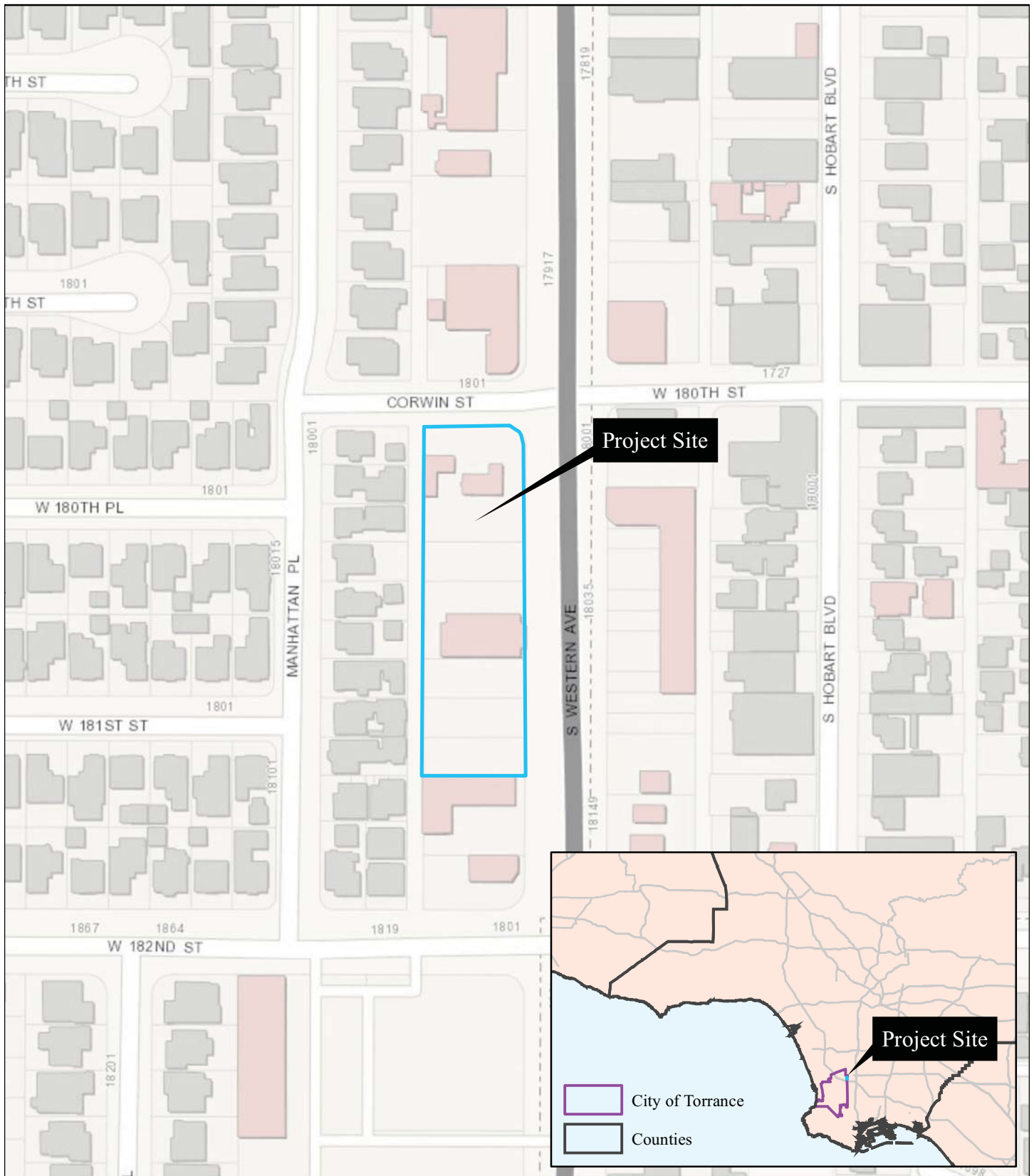
#### 3.1.1 Noise

##### Characteristics of Sound

Sound is technically described in terms of the loudness (amplitude) and frequency (pitch).<sup>1</sup> The standard unit of measurement for sound is the decibel (dB). The human ear is not equally sensitive to sound at all frequencies. The A-weighted scale, abbreviated dBA, reflects the normal hearing sensitivity range of the human ear. On this scale, the range of human hearing extends from approximately 3 to 140 dBA. **Figure 3-1** provides examples of A-weighted noise levels from common sounds.

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<sup>1</sup>California Department of Transportation, *Technical Noise Supplement*, September 2013.



Source: TAHA, 2018.

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To: Jessamine Que, Associate Engineering – Public Works, City of Torrance

From: Helen Shi, PE, Senior Transportation Engineer, Crain & Associates

Subject: Traffic Impact Analysis for Western & Corwin Residential Project

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The proposed project is a residential development to be located at 18021-18141 Western Avenue (the “Project”) in the City of Torrance (the “City”). This report contains assumptions, procedures and results of the Project traffic impact analysis for the roadway system surrounding the Project site.

The traffic analysis documented in the following technical memorandum incorporates a detailed evaluation of traffic conditions at the study area locations. These study locations were agreed to in the approved Memorandum of Understanding (MOU) with the City staff for the Project traffic analysis. The MOU also establishes the assumptions and parameters that were followed in this technical memorandum. The approved MOU is included as Appendix A.

Five study area intersections were selected for inclusion in the study. These study locations were those most likely to be directly impacted by the traffic generated by the proposed Project. Figure 1 contains a site vicinity and study intersection location map for the proposed Project. Figure 2 depicts the site plan for the Project. Residential streets surrounding the Project site were analyzed for potential Project traffic impacts. To address potential Congestion Management Program (CMP) concerns, Project traffic impacts were also analyzed for CMP locations. Regional facilities, including freeway segments near the Project site, were evaluated with the CMP analysis. In addition, sight distance analysis was conducted at the Project driveway along Western Avenue to ensure that a vehicle exiting the Project driveway will have adequate visibility of oncoming traffic.

## **I. PROJECT DESCRIPTION**

The Project is a residential development with 46 apartment units, to be constructed on the southwest corner of Western Avenue and Corwin Street. The Project site is not currently occupied by any active uses. The Project site plan is shown in Figure 2.

The project will include 106 parking spaces, 96 of which would be provided in a gated garage for residents and the remaining 10 would be provided for guests in a surface lot. The proposed parking supply is expected to meet the requirements of the City of Torrance Municipal Code. The site would be accessed from one driveway located along Western Avenue.

## II. ANALYSIS METHODOLOGY

For signalized intersections, both the Intersection Capacity Utilization (ICU) and Highway Capacity Manual (HCM) analysis methodology was utilized. For the ICU calculations, a capacity of 1,600 vehicles per hour (VPH) per lane was used for all lanes except dual-left turn lanes, which were assumed to operate with a combined capacity of 2,880 VPH. A clearance adjustment factor of 0.10 was added to the calculated ICU value. The HCM method utilized in this analysis is the standard operation delay methodology. The HCM operations delay methodology was also used for the unsignalized (STOP controlled) intersections.

The ICU LOS range is shown in Table 1(a) and the HCM LOS range is shown in Table 1(b).

**Table 1(a)**  
**ICU LOS & V/C**

<u>LOS</u>		<u>V/C Ratio</u>		
A	<=	0.60		
B	>	0.60	<=	0.70
C	>	0.70	<=	0.80
D	>	0.80	<=	0.90
E	>	0.90	<=	1.00
F	>	1.00		

Source: Transportation Research Board, Interim Materials on Highway Capacity, Transportation Research Circular No. 212, January 1980.

**Table 1(b)**  
**HCM LOS & Delay**  
**for Signalized & Two-Way STOP-Controlled Intersection**

<u>For Signalized Intersection</u> <sup>[1]</sup>				<u>For Two-Way STOP-Controlled Int.</u> <sup>[2]</sup>			
<u>LOS</u>	<u>Delay (seconds/vehicle)</u>			<u>LOS</u>	<u>Delay (seconds/vehicle)</u>		
A	<=	10.0		A	<=	10.0	
B	>	10.0	<= 20.0	B	>	10.0	<= 15.0
C	>	20.0	<= 35.0	C	>	15.0	<= 25.0
D	>	35.0	<= 55.0	D	>	25.0	<= 35.0
E	>	55.0	<= 80.0	E	>	35.0	<= 50.0
F	>	80.0		F	>	50.0	

Source: [1] 2010 Highway Capacity Manual, Exhibit 18-4 for signalized intersections.  
[2] 2010 Highway Capacity Manual, Exhibit 19-1 for STOP controlled intersections.



### III. EXISTING TRAFFIC VOLUMES AND LEVEL OF SERVICE

Traffic volumes for existing conditions at the five study intersections were obtained from manual traffic counts conducted in January 2018 for weekday counts. In accordance with the approved MOU, traffic counts were conducted at the study intersections on weekday morning and afternoon peak commute periods when most schools were in session. AM and PM peak-hour volumes were determined individually for each intersection based on the combined four highest consecutive 15-minute increment volumes for all vehicular movements at each intersection during the 7 to 10 AM and 3 to 6 PM periods, respectively. Weekday peak-hour volumes at the study intersections are illustrated in Figure 3. The manual intersection traffic count data sheets are provided in Appendix B. Other data (i.e., intersection geometrics, parking-related curb restrictions and traffic signal operations) were obtained through field surveys at the study locations. The intersection lane configurations and signal operations information are provided in Appendix C.

An analysis of existing traffic conditions at the five study intersections under both the ICU and HCM study methodologies are included in Table 2. To be conservative, for unsignalized intersections, only the worst approach delay is listed in Table 2. The level of service calculation worksheets are included in Appendix D.

**Table 2**  
**Existing (2018) Level of Service Summary**

<u>No.</u>	<u>Intersection</u>	<u>Time</u>	<u>Existing Condition</u>			
			<u>ICU (V/C)</u>		<u>HCM (Delay)</u>	
			<u>ICU</u>	<u>LOS</u>	<u>Delay</u>	<u>LOS</u>
1	Western Ave. & Corwin St./180th St.*	AM	---	---	51.3 sec	F
		PM	---	---	35.6 sec	E
2	Western Ave. & Project Dwy.*	AM	---	---	28.8 sec	D
		PM	---	---	17.3 sec	C
3	Western Ave. & 182nd St.	AM	0.786	C	21.1 sec	C
		PM	0.950	E	29.0 sec	C
4	Manhattan Pl. & Corwin St.	AM	---	---	7.2 sec	A
		PM	---	---	7.1 sec	A
5	Manhattan Pl. & 182nd St.	AM	---	---	18.1 sec	C
		PM	---	---	37.1 sec	E

\* To be conservative, STOP sign controlled intersection assumed worst approach Delay.

## IV. PROJECT TRAFFIC

The following section contains information describing the vehicular trip generating characteristics of the proposed Project. This section also outlines the methodology used to estimate the trip generation, distribution and assignment of the Project site.

### IV. 1 Project Trip Generation

The traffic generating characteristics of numerous land uses are identified in Trip Generation, 10th Edition published in 2017 by the Institute of Transportation Engineers (ITE). This manual is recognized as the industry standard for trip generation documentation by providing information on the trip-making profiles for many land uses, including the mid-rise (4 stories) apartment use proposed at the Project site. The site trip generation rates shown in Table 3 were selected in accordance with standard traffic study procedures and were contained in the approved MOU.

The rates used to calculate the Project trip generation present a conservative condition, as these rates do not account for such trip-reducing factor as extensive transit usage. This factor plays a significant role in determining the actual traffic generating characteristics of a particular project, and therefore, adjustments to the traffic generation estimates were deemed appropriate.

**Table 3  
Project Component Trip Generation Rates**

**LU Use/Description**

221 Multifamily Housing (Mid-Rise)

Daily:	5.44 Trips per Dwelling Unit		
AM Peak Hour:	0.36 Trips per Dwelling Unit	Inbound: 26%	Outbound: 74%
PM Peak Hour:	0.44 Trips per Dwelling Unit	Inbound: 61%	Outbound: 39%

**Source:**

Trip Generation, 10th Edition, 2017, Institute of Transportation Engineers (ITE).

On the basis of the trip generation rates shown in Table 3, estimates of the Project's traffic were determined and are summarized in Table 4. An estimated 237 net daily trips will be generated by the proposed Project, including 16 AM peak-hour trips and 19 PM peak-hour trips for area intersections.

**Table 4**  
**Project Traffic Generation**

<u>LU</u>	<u>Use/Description</u>	<u>Size</u>	<u>Units</u>	<u>Daily</u>	<u>AM Peak Hour</u>			<u>PM Peak Hour</u>		
					<u>I/B</u>	<u>O/B</u>	<u>Total</u>	<u>I/B</u>	<u>O/B</u>	<u>Total</u>
221	Multifamily Housing (Mid-Rise)	46	DU	250	4	13	17	12	8	20
	Transit Credit		5%	(13)	0	(1)	(1)	(1)	0	(1)
				<b>237</b>	<b>4</b>	<b>12</b>	<b>16</b>	<b>11</b>	<b>8</b>	<b>19</b>

#### ***IV. 2 Project Trip Distribution and Assignment***

Estimation of the geographic distribution of Project trips was the next step in the analytical process. The trip distribution patterns for the Project were determined by considering the nature of the Project uses, locations of customers and employees, existing traffic patterns, characteristics of the surrounding roadway system, geographic location of the Project site and its proximity to freeways and major travel routes, and other factors.

Total Project trips, calculated in Table 4, were assigned to specific routes serving the Project area. The Project trip assignment percentages are presented in Figure 4. As noted, Project development area driveway locations and driveway access factors were considered in the assignment of Project trips. The results of these traffic assignments provide the necessary level of detail to conduct the traffic analysis. Figure 5 illustrates the total AM and PM peak-hour traffic increases on the nearby street system resulting from the proposed Project.

## **V. WITH PROJECT TRAFFIC CONDITIONS**

The traffic analysis considers the impact of the Project under two scenarios. It compares the “Existing” and “Existing Plus Project” cases to determine the Project impacts without consideration of cumulative growth that may occur. In addition, our analysis determines the Project impacts under the scenario that cumulative growth does occur through a comparison of the Future (2021) “Without Project” and “With Project” scenarios. This following section contains the impact analyses of the Project traffic impacts under both scenarios.

### ***IV. 1 Significant Traffic Impact Criteria***

Standard City of Torrance significance criteria were used, under which intersection impacts are considered significant if they meet the following conditions.

#### Signalized Intersections Criteria:

1. Based on the HCM/LOS method of analysis, the analysis will identify a significant traffic impact when the Project causes a change from LOS D to LOS E or F, or the Project causes an increase in delay of 2% or more at an intersection operating at LOS E or F. or
2. Based on the ICU/LOS method of analysis
  - a. An undesirable peak hour Level of Service (LOS) (i.e. LOS E or F) at any of the key intersections is projected. The City of Torrance considers LOS D to be the minimum desirable LOS for all intersections. For the City of Torrance, the current LOS, if worse than LOS D (i.e. LOS E or F), should also be maintained; and
  - b. The Project increases traffic demand at the key signalized study intersections by 2% of capacity (ICU increase  $\geq 0.020$ ), causing or worsening LOS E or F (ICU  $> 0.901$ ).

#### Unsignalized Intersections Criteria:

For unsignalized intersections an impact is considered to be significant if the Project causes an intersection at LOS D or better to degrade to LOS E or F. However, unsignalized intersection LOS is based on the control delay, but delay is only assessed for those traffic movements that are stopped or must yield to through traffic. Some movements, including cross traffic on the minor street or left turns onto the major street are acceptable with long delays, provided through traffic and right turns from a major street do not experience any delays at stopped intersections. When delay for cross traffic is severe (LOS F), the intersection should be further evaluated for possible improvement with traffic signals. In some cases, the analysis determines that the delay is being experienced by a very low number of vehicles and traffic signals are not warranted. For this condition, the intersection does not need to be considered impacted, but measures to reduce delay may be considered, if appropriate. In other cases, if the number of stopped vehicles is substantial then traffic signals may be justified as a mitigation measure. Therefore, the following significance criteria for unsignalized intersections will be used:

An unsignalized intersection impact is considered to be significant if the project causes an intersection at LOS D or better to degrade to LOS E or F, and the traffic signal warrant analysis determines that a signal is justified.

#### **IV. 2 Existing (2018) With Project Conditions**

The analysis of existing traffic conditions at the study intersections for the existing year (2018) was performed as described previously. The existing intersection volumes for the AM and PM peak hours were shown previously on Figure 3. These estimates are the "benchmark" volumes used in determining Project traffic impacts on the existing street system. Traffic volumes generated by the Project were then added to the Existing (2018) volumes to form the "Existing With Project" intersection volumes, as depicted on Figure 6. These volumes were used to determine traffic impacts directly attributable to the proposed Project.

Table 5 presents the results of the ICU/HCM and LOS analysis of the Existing (2018) and Existing With Project conditions. As shown in Table 5, no study intersections would be significantly impacted by the Project traffic under the Existing (2018) conditions. (The CMA worksheets for these traffic conditions are included in Appendix D.)

**Table 5**  
**CMA and LOS Summary**  
**Existing (2018) With Project Traffic Conditions**

<b>No.</b>	<b>Intersection</b>	<b>Time</b>	<b>ICU (V/C)</b>				<b>HCM (Delay)</b>			
			<b>W/o Project</b>		<b>With Project</b>		<b>W/o Project</b>		<b>With Project</b>	
			<b>ICU</b>	<b>LOS</b>	<b>ICU</b>	<b>LOS</b>	<b>Delay</b>	<b>LOS</b>	<b>Delay</b>	<b>LOS</b>
1	Western Ave. & * Corwin St./180th St.	AM	---	---	---	---	51.3 sec	F	51.8 sec	F
		PM	---	---	---	---	35.6 sec	E	35.0 sec	E
2	Western Ave. & * Project Dwy.	AM	---	---	---	---	28.8 sec	D	29.1 sec	D
		PM	---	---	---	---	17.3 sec	C	20.2 sec	C
3	Western Ave. & 182nd St.	AM	0.786	C	0.786	C	21.1 sec	C	21.2 sec	C
		PM	0.950	E	0.954	E	29.0 sec	C	29.3 sec	C
4	Manhattan Pl. & * Corwin St.	AM	---	---	---	---	7.2 sec	A	7.2 sec	A
		PM	---	---	---	---	7.1 sec	A	7.1 sec	A
5	Manhattan Pl. & * 182nd St.	AM	---	---	---	---	18.1 sec	C	18.2 sec	C
		PM	---	---	---	---	37.1 sec	E	37.4 sec	E

\* STOP sign controlled intersection. To be conservative, the worst approach delay is listed.

#### **IV. 3 Future (2021) With Project Conditions**

There are a number of projects under construction or planned for development in the Project vicinity which may contribute to traffic volumes in the study area. For this reason, the analysis of future traffic conditions was expanded to include potential traffic volume increases expected



to be generated by projects that have not yet been developed. Based on analyses of trends in traffic growth in the City of Torrance over the last several years, as documented in the Los Angeles County Congestion Management Program (CMP), the City staff has determined that using an annual traffic growth factor of 1.0 percent is reasonable. This growth factor is used to account for increases in traffic resulting from potential development projects in the study area. The ambient traffic growth factor was applied to the existing 2018 traffic volumes to develop the “baseline” traffic volumes for the analysis of future “Without Project” (2021) conditions. Finally, Project traffic was analyzed as an incremental addition to the Future (2020) “Without Project” condition to determine the Future (2021) “With Project” condition.

#### ***IV.3.A Cumulative Growth Assumptions***

As presented in the Los Angeles County Congestion Management Program (CMP), 2010, the anticipated general traffic growth between 2010 and 2020 is 0.3% per year and 0.5% per year for the South Bay/LAX and Torrance/Palos Verdes regions, respectively. For a conservative analysis, a 1% annual ambient growth rate is to be assumed through a Project completion year estimated as 2021. This growth factor will account for cumulative development projects and socioeconomic changes that will have an impact on regional traffic conditions.

#### ***IV.3.B Future Roadway Network***

A number of traffic improvements have been implemented in the study area in recent years to make more efficient and effective use of the existing street system. In order to accurately forecast future (2021) traffic conditions in the Project area, an investigation into anticipated transportation improvements to the street system serving the Project area was conducted. A review of the City website found no street improvement projects that would affect the five study intersections or future year analyses. A review of the latest draft of the South Bay Bicycle Master Plan revealed one planned bicycle improvement, a Class-II Bike Lane along Western Avenue and a Class-III Bike Route along 182<sup>nd</sup> Street, which would pass through three study intersections, Western Avenue at Corwin Street/180<sup>th</sup> Street, Project Driveway and 182<sup>nd</sup> Street. These bicycle improvements, however, are not anticipated to affect the automobile travel lane configurations at these intersections. Thus, the existing automobile lane configurations were applied to the future (2021) conditions at all five study intersections. The lane configurations for the existing and future (2021) scenarios are shown in Appendix C.

#### ***IV.3.C Surface Street Impacts***

Figure 7 shows the Future (2021) AM and PM peak-hour traffic volumes for the Without Project condition. Figure 8 shows the Future (2021) With Project traffic volumes. For consistency and compatibility, the same lane configurations were assumed for both the

With and Without Project scenarios except at the intersection of Project Driveway and Western Avenue.

Using these assumptions, Table 6 presents the results of the AM and PM peak-hour analysis of future traffic conditions. These include Without and With Project traffic conditions at the study intersections. As shown in Table 6, no study intersections would be significantly impacted by Project traffic under the future (2020) conditions. Level of Service calculation worksheets are included in Appendix D.

**Table 6**  
**Level of Service Summary**  
**Future (2021) Traffic Conditions**

No.	Intersection	Time	ICU (V/C)				HCM (Delay)			
			W/o Project		With Project		W/o Project		With Project	
			ICU	LOS	ICU	LOS	Delay	LOS	Delay	LOS
1	Western Ave. & * Corwin St./180th St.	AM	---	---	---	---	56.8 sec	F	57.5 sec	F
		PM	---	---	---	---	39.6 sec	E	39.0 sec	E
2	Western Ave. & * Project Dwy.	AM	---	---	---	---	30.5 sec	D	31.1 sec	D
		PM	---	---	---	---	17.9 sec	C	21.2 sec	C
3	Western Ave. & 182nd St.	AM	0.811	D	0.811	D	22.1 sec	C	22.2 sec	C
		PM	1.204	F	1.208	F	33.1 sec	C	33.3 sec	C
4	Manhattan Pl. & * Corwin St.	AM	---	---	---	---	7.2 sec	A	7.2 sec	A
		PM	---	---	---	---	7.1 sec	A	7.1 sec	A
5	Manhattan Pl. & * 182nd St.	AM	---	---	---	---	19.2 sec	C	19.2 sec	C
		PM	---	---	---	---	43.7 sec	E	44.1 sec	E

\* STOP sign controlled intersection. To be conservative, the worst approach delay is listed.

#### **IV.3.D Residential Street Segment Impact Analysis**

The City of Torrance has not adopted criteria to define significant residential street impacts, therefore, criteria from nearby jurisdictions is referenced for residential street segment impact analysis. The Cities of Los Angeles and Culver City have adopted the criteria presented in Table 1 below to define thresholds for significant impacts on residential streets. Streets with higher average daily traffic volume require a lower percentage increase in traffic to be considered significantly impacted. According to guidelines, a local residential street shall be deemed significantly impacted based on an increase in the projected average daily traffic (ADT) volumes as noted in Table 1 with a minimum threshold to trigger a significant residential street impact - 120 daily trips:

**Table 7**  
**Thresholds for Significant Impacts on Residential Street Segments**

<b>Project ADT with Project (Final ADT)</b>	<b>Project-Related Increase in ADT</b>
0 to 999	120 or more
1,000 to 1,999	12 percent or more of Final ADT
2,000 to 2,999	10 percent or more of Final ADT
3,000 or more	8 percent or more of Final ADT

The Project-related ADT was calculated in the Traffic Impact Analysis report as shown in Table 4, 237 net project daily trips will be generated when the project fully occupied. Considering 5% of these daily trips would take Manhattan Place and Corwin Street to approach the project site, the maximum daily traffic along these residential street segments are 12 trips, which is less than the threshold for significant impact on residential street segments – 120 trips. As such, the analysis has concluded that the project traffic along the Project site adjacent residential streets - Manhattan Place and Corwin Street would not cause significant residential street impacts.

#### ***IV.3.E Impacts on Regional Transportation System***

The Los Angeles County CMP requires that all CMP intersections be analyzed where a project would likely add 50 or more trips during the peak hours. The nearest arterial CMP monitoring intersection is Western Avenue & 190<sup>th</sup> Street – approximately half a mile south of the Project site. A review of the Project trip distribution and net Project traffic additions to the study vicinity shows that the Project will not add 50 or more trips to this CMP intersection. It is estimated that the Project would generate at most 5 trips (3 inbound, 3 outbound) during the AM peak hour and 6 trips (3 inbound, 3 outbound) during the PM peak hour at the intersection of Western Avenue & 190<sup>th</sup> Street. As these volumes are below the threshold of 50 trips, no further CMP intersection analysis is warranted.

In addition to the arterial intersection analysis requirements, the freeway segment was reviewed on the San Diego Freeway (I-405) at Harbor Freeway (I-110) (approximately three miles northeast of the Project site). As shown in Table 3, the Project will generate less than 150 trips during both peak hours; therefore, no significant Project impact to any CMP freeway monitoring location is forecast and no detailed CMP freeway mainline analysis was performed.

## V. Driveway Sight Distance Analysis

Sight distance measurements were performed at the location of the Project driveway along Western Avenue to determine the length of the red curb that needs to be added north and south of the Project driveway along Western Avenue, and ensure that a vehicle exiting the driveway will have adequate visibility of oncoming traffic. These measurements were performed in accordance with American Association of State Highway and Transportation Officials (AASHTO) requirements. Both stopping sight distance (SSD) and intersection sight distance (ISD) measurements were performed. In brief, SSD is the distance required by a vehicle traveling at the design speed of a roadway, on wet pavement, to stop prior to striking an object in its travel path. ISD or corner sight distance (CSD) is the sight distance required by a driver entering or crossing an intersecting roadway to perceive an oncoming vehicle and safely complete a turning or crossing maneuver with oncoming traffic. In accordance with AASHTO standards, at a minimum, sufficient SSD must be provided at an intersection, although the provision of ISD is preferable as being safer and more efficient.

The posted speed limit on this segment of Western Avenue is 45 miles per hour (mph). Table 7 presents the required, desirable, and measured SSD and ISD for northbound movements from the Project driveway at its intersection with Western Avenue.

**Table 7  
Sight Distance Measurements**

Location	Stopping Sight Distance (Feet) <sup>[1]</sup>	Intersection Sight Distance (Feet) <sup>[2]</sup>
<b>Eastbound Project Driveway and Western Avenue</b>		
Left-Turn from Driveway	360	500
Right-Turn from Driveway	360	430

### Notes

<sup>[1]</sup> Recommended minimum values (Stopping Sight Distance) obtained from [A Policy on Geometric Design of Highways and Streets](#), American Association of State Highway and Transportation Officials (AASHTO), 2011, and based on a 45 mph design speed for motorists on Western Avenue approaching the Project driveway from the north and south.

<sup>[2]</sup> Values shown are desirable intersection sight distances (ISD) for vehicles exiting the driveway under STOP control. With ISD, motorists approaching the intersection on the major street should not need to adjust their travel speed to less than 70 percent of their initial approach speed.

The available SSD and ISD were measured in the field. The west side of Western Avenue is currently lined with on-street parking. Attachment E illustrates the stopping sight distance and intersection sight distance analyses. Lines of sight for motorists approaching the proposed site

driveway from the north and south were found to be potentially limited by the on-street parking in front of the project site. As shown in Attachment E, the front bumper of the vehicles driving out of the Project driveway is assumed to be aligned with the parking lane on the west side of Western Avenue. To satisfy SSD at the Project driveway along Western Avenue, it is recommended that the red curb length to be approximately 80 feet north and 30 feet south of the Project driveway. To satisfy ISD at the Project driveway along Western Avenue, it is recommended that approximately 120 feet red curb north and 50 feet south of the Project driveway to be added along west side of Western Avenue.

As accordance with AASHTO standards, at a minimum, sufficient SSD must be provided at an intersection. Therefore, it is recommended that the red curb length to be at least approximately 80 feet north and 30 feet south of the Project driveway.



Looking north from Dwy. along Western Av.



Looking south from Dwy. along Western Av.

## **V. Project Mitigation**

The five intersections most likely to be significantly impacted by the Project traffic were analyzed in this study. As indicated in the preceding analyses, traffic generated by the proposed Project is not expected to significantly impact any of the five study intersections; therefore, no traffic mitigation measures are recommended.



## VI. Summary

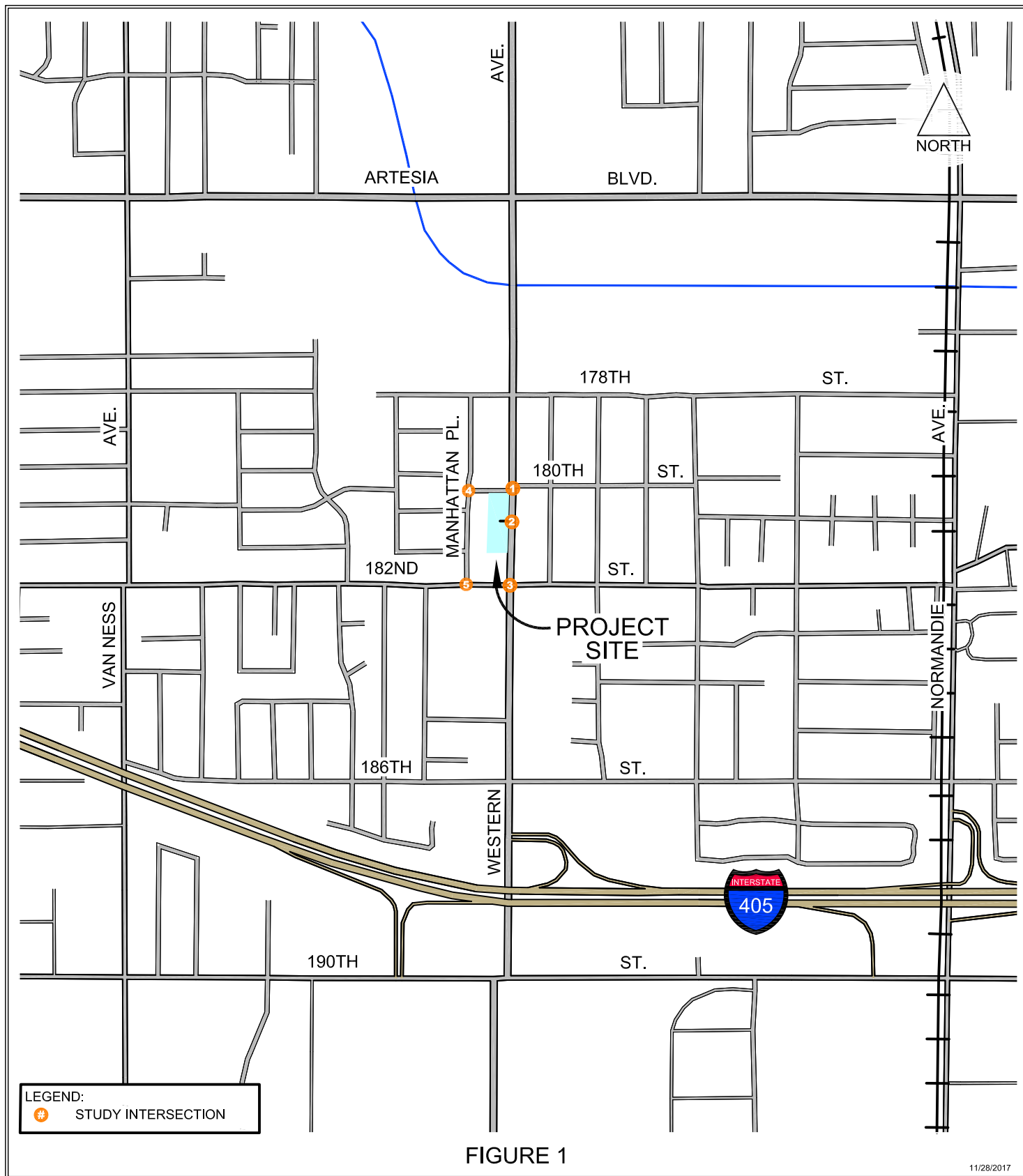
The above analysis has been prepared with the assumptions and parameters outlined by the City and in the MOU signed on January 18, 2018. Based on the results of this analysis, the proposed Western & Corwin Residential Project will not have significant traffic impacts.

Sincerely,



Helen Shi, PE  
Senior Transportation Engineer  
TE2474, CE75894

HS  
C22325  
attachments



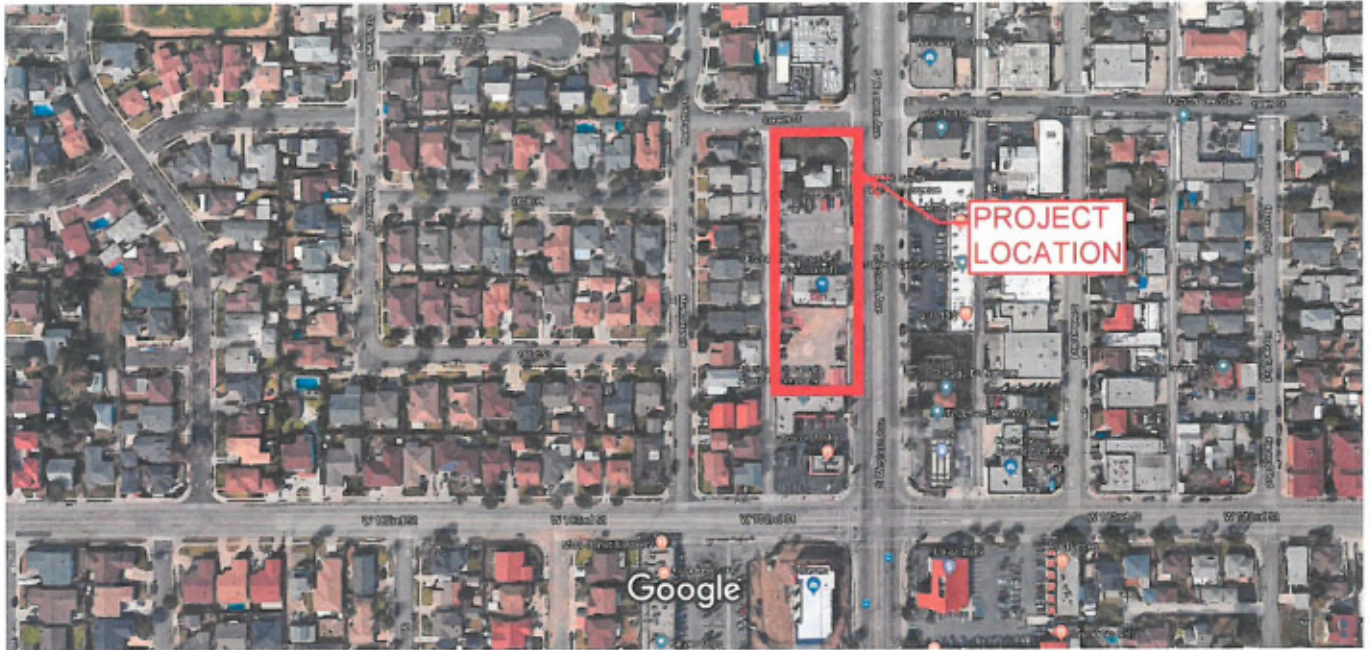
11/28/2017

FN: Western&CorwinResidential/SITE-VICINITY

## PROJECT SITE VICINITY & STUDY LOCATIONS



Transportation Planning  
Traffic Engineering  
300 Corporate Pointe, Suite 470  
Culver City, California 90230  
PH (310) 473 6508 F (310) 444 9771  
www.crainandassociates.com



## 46-UNIT APARTMENT

Sanitary Sewer Study for Proposed Development

Prepared for: Alan T. Pliska

1455 Crenshaw Blvd.

Unit #290

Torrance, CA 90501

Prepared by:

DCA Civil Engineering Group

17625 Crenshaw Boulevard Suite 300

Torrance, CA 90504

## 1 PURPOSE AND SCOPE

The proposed project is to redevelop several adjoining lots of varying uses to a three story, 46-unit apartment complex. The purpose of this sewer study is to demonstrate the existing 8-inch VCP main in Western Ave, designated as Sewer Plan #SS-9 by the City of Torrance, will be capable of providing adequate sewer capacity to accommodate the proposed development. The proposed development will be connected to the existing 8-inch VCP main. In this report, you will find analysis and calculations that demonstrate the existing 8-inch VCP main will have the adequate capacity to convey the proposed additional flows from the proposed apartment complex.

## 2 SITE DESCRIPTION AND EXISTING CONDITION

The approximate 52,400 square foot site is located in the City of Torrance, California, fronted on the east by Western Avenue and located between Corwin Street and 182nd Street. The site is currently developed with paved parking area, a residence, and an abandoned commercial structure.

According to the City of Torrance Zoning Map, the site is located in ML (Limited Manufacturing; refer to Appendix A). The land is gently sloped towards the north. In the future, the site will be demolished to make space for the proposed development. The proposed development is comprised of one building footprint with two wings including 46 dwelling units, 2 Laundry rooms, 2 gyms, and several open space areas for common use. (See Appendix G for Plot Plan)

Located at the east of the site is an 8-inch VCP sewer system with a north-south alignment in Western Avenue. A sewer flow monitoring evaluation has been prepared by US<sup>3</sup> for this pipe (refer to Appendix E & F). ***Please note that the City of Torrance's sewer master plan did not review/study the subject line.***

## 3 ANALYSIS AND RESULT

Two existing manholes pertaining to Sewer Plan #SS-9 at Stations 4+06 and 10+87 (refer Appendix C and Appendix I) were flow monitored for two weeks during the period of 3/12/18 to 3/27/18. Measurements were collected every 15 minutes during this period by US<sup>3</sup> using Flodar. The existing City sewer main in Western Avenue (SS-9) joins to Sewer Plan #SS-28 in 178<sup>th</sup> Street and collectively flow to an existing LACSD 57" sewer main in 178<sup>th</sup> Street coming from the north in Western Avenue and



sweeping to the east in 178th Street. As previously stated, the 8" VCP main shown on SS-9 is not currently covered in the City Sewer Master Plan.

For the purposes of this report, it is assumed that there will be two sewer laterals serving the property to be constructed with a minimum slope of 1.0% and consist of two proposed 6" VCPs (refer to Appendix G). The points of connection will be constructed as house laterals into the 8" VCP in Western Ave., between Stations 7+45 and 10+85. For design purposes, the loading factors for the proposed sewer line were based on a table by the Los Angeles County Sanitation District (LACSD) (refer to Appendix B). A summary of the flows from the proposed development are below (refer to Appendix D). The limiting manhole for this study was identified as the manhole located at 4+06 (Manhole 3; refer to Appendices D & E) based on its location downstream of the project site.

Table 1 – Sewer Flows

	Area	Flow per Room	Total Flow
Total Land Area= 52,388 SF APNs 4096-018-007,008,023 FAR = 0.88	Build Area= 45,864 46 units/ 1,262 s.f. Gym/ 442 Laundry	156 gal/day for Units 300 gal/day for 1,000 s.f. (Gym) 300 gal/day for 1,000 s.f. (Laundry)	9,245.25 gal per day 0.014 cfs (AVG)
		Total Peak Flow:	24.87 GPM = .055 cfs

The sewer lateral pipe capacity was verified using the Manning's formula (per Appendix D). Given a pipe diameter of 6" and slope of 1.0%, the pipe flowing ½ full would result in 0.26 cfs. The total peak flow for the proposed development as displayed in Table 1 is 0.055 cfs (refer to Appendix D). Two connections are proposed from the development with the effluent flowing to each connection being divided equally. As a result, the sewer flows in the proposed sewer laterals will only use 11% of the pipe's capacity when flowing ½ full.

Table 2 - Sewer Flow Capacity

	Flow Capacity	Total Peak Flow (Proposed and/or Existing)	% Capacity
(2) 6" VCP Sewer Line (Proposed)	0.26 cfs (per pipe) ½ Full Flow with 1.0% slope	0.055 cfs* (0.028cfs per pipe)	11% (per pipe)
8" VCP Sewer Line (Existing)	0.383 cfs ½ Full Flow with 0.40% slope	0.162**+0.055*=.217 =.217 cfs	57%

\*See Appendix D for the calculation of the total peak flow for the proposed 6" VCP sewer lateral

\*\*See Appendix E for flow demands of the existing 8" VCP sewer main

Table 3 – Existing Condition vs. New Condition-8" VCP in Western Ave.

Demand	Existing Condition: 8" VCP main (existing) only	New Condition: 8" VCP (existing) + 6" VCP (proposed)	8" VCP Capacity* (at ½ full)	Capacity of 8" VCP BEFORE connecting proposed 6" VCP	Capacity of 8" VCP AFTER connecting proposed 6" VCP	Does the existing 8" VCP have adequate capacity?
Average Velocity	2.11 fps	-	2.19 fps	-	-	-
Peak Flow	72.639 GPM =.162 cfs	0.217cfs =.162 cfs + 0.055cfs	0.383 cfs	42%	57%	Yes
Average Flow	29.247 GPM = 0.065 cfs	0.079 cfs = 0.065cfs+0.014cfs	0.383 cfs	17%	21%	Yes

\*See Appendix D for Sewer Pipe Capacity Calculations



#### 4 SUMMARY

The study determined that the existing 8" VCP sewer main will have adequate capacity when the proposed 6" VCP sewer laterals servicing the subject site are connected. In the analysis, we have checked the velocity and the flow capacity of the existing 8" after connecting the proposed 6" VCP line. Our calculations show that the existing 8" VCP will experience a peak flow increase of 0.055 cfs (24.87GPM) after the connection, which will bring the proposed flow in the main to 57% of capacity for the 8" VCP. Tables 3 above shows the velocity and flow demands after the connection have not exceeded the capacity of the existing 8" VCP.

#### 5 LIMITATIONS

This report was based on the City of Torrance Department of Public Works and their representative. Evaluation of the appropriateness of guidelines and the accuracy of County data was beyond the scope of this study.

Usage of this report is limited to address the purpose and scope previously defined by the project owner. The contents of this report are professional opinion and as such, are not to be considered a guaranty or warranty.

The opinions presented in this report have been derived in accordance with current standards of civil engineering practice. This report may not contain sufficient information for other parties or other purposes.

Respectfully submitted,

**DCA Civil Engineering Group**

Charles S. Cummins  
Principal Engineer  
R.C.E. No. 34526

**NATIVE AMERICAN HERITAGE COMMISSION**  
Cultural and Environmental Department  
1550 Harbor Blvd., Suite 100  
West Sacramento, CA 95691  
Phone: (916) 373-3710  
Email: [nahc@nahc.ca.gov](mailto:nahc@nahc.ca.gov)  
Website: <http://www.nahc.ca.gov>



January 23, 2019

Danny Santana  
City of Torrance

VIA Email to: [dsantana@torranceca.gov](mailto:dsantana@torranceca.gov)

RE: Native American Consultation, Pursuant to Senate Bill 18 (SB18), Government Codes §65352.3 and §65352.4, as well as Assembly Bill 52 (AB52), Public Resources Codes §21080.1, §21080.3.1 and §21080.3.2, 46-Unit Apartment Complex Project, Los Angeles County

Dear Mr. Santana:

Attached is a consultation list of tribes with traditional lands or cultural places located within the boundaries of the above referenced counties or projects.

Government Codes §65352.3 and §65352.4 require local governments to consult with California Native American tribes identified by the Native American Heritage Commission (NAHC) for the purpose of avoiding, protecting, and/or mitigating impacts to cultural places when creating or amending General Plans, Specific Plans and Community Plans.

Public Resources Codes §21080.3.1 and §21080.3.2 requires public agencies to consult with California Native American tribes identified by the Native American Heritage Commission (NAHC) for the purpose of avoiding, protecting, and/or mitigating impacts to tribal cultural resources as defined, for California Environmental Quality Act (CEQA) projects.

The law does not preclude local governments and agencies from initiating consultation with the tribes that are culturally and traditionally affiliated within your jurisdiction. The NAHC believes that this is the best practice to ensure that tribes are consulted commensurate with the intent of the law.

Best practice for the AB52 process and in accordance with Public Resources Code §21080.3.1(d), is to do the following:

Within 14 days of determining that an application for a project is complete or a decision by a public agency to undertake a project, the lead agency shall provide formal notification to the designated contact of, or a tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, which shall be accomplished by means of at least one written notification that includes a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation pursuant to this section.

The NAHC also recommends, but does not require that lead agencies include in their notification letters, information regarding any cultural resources assessment that has been completed on the area of potential affect (APE), such as:

1. The results of any record search that may have been conducted at an Information Center of the California Historical Resources Information System (CHRIS), including, but not limited to:
  - A listing of any and all known cultural resources have already been recorded on or adjacent to the APE, such as known archaeological sites;
  - Copies of any and all cultural resource records and study reports that may have been provided by the Information Center as part of the records search response;
  - Whether the records search indicates a low, moderate or high probability that unrecorded cultural resources are located in the APE; and
  - If a survey is recommended by the Information Center to determine whether previously unrecorded cultural resources are present.
2. The results of any archaeological inventory survey that was conducted, including:
  - Any report that may contain site forms, site significance, and suggested mitigation measures.

All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure in accordance with Government Code Section 6254.10.
3. The result of the Sacred Lands File (SFL) check conducted through the Native American Heritage Commission was negative.
4. Any ethnographic studies conducted for any area including all or part of the APE; and
5. Any geotechnical reports regarding all or part of the APE.

Lead agencies should be aware that records maintained by the NAHC and CHRIS is not exhaustive, and a negative response to these searches does not preclude the existence of a tribal cultural resource. A tribe may be the only source of information regarding the existence of a tribal cultural resource.

This information will aid tribes in determining whether to request formal consultation. In the event, that they do, having the information beforehand will help to facilitate the consultation process.

If you receive notification of change of addresses and phone numbers from tribes, please notify the NAHC. With your assistance, we can assure that our consultation list remains current. If you have any questions, please contact me at my email address: [steven.quinn@nahc.ca.gov](mailto:steven.quinn@nahc.ca.gov).

Sincerely,



Steven Quinn  
Associate Governmental Program Analyst

Attachment

**Native American Heritage Commission  
Tribal Consultation List  
Los Angeles County  
1/23/2019**

***Gabrieleno Band of Mission  
Indians - Kizh Nation***

Andrew Salas, Chairperson  
P.O. Box 393  
Covina, CA, 91723  
Phone: (626) 926 - 4131  
admin@gabrielenoindians.org

Gabrieleno

***Gabrieleno/Tongva San Gabriel  
Band of Mission Indians***

Anthony Morales, Chairperson  
P.O. Box 693  
San Gabriel, CA, 91778  
Phone: (626) 483 - 3564  
Fax: (626) 286-1262  
GTTribalcouncil@aol.com

Gabrieleno

***Gabrielino /Tongva Nation***

Sandonne Goad, Chairperson  
106 1/2 Judge John Aiso St.,  
#231  
Los Angeles, CA, 90012  
Phone: (951) 807 - 0479  
sgoad@gabrielino-tongva.com

Gabrielino

***Gabrielino Tongva Indians of  
California Tribal Council***

Robert Dorame, Chairperson  
P.O. Box 490  
Bellflower, CA, 90707  
Phone: (562) 761 - 6417  
Fax: (562) 761-6417  
gtongva@gmail.com

Gabrielino

***Gabrielino-Tongva Tribe***

Charles Alvarez,  
23454 Vanowen Street  
West Hills, CA, 91307  
Phone: (310) 403 - 6048  
roadkingcharles@aol.com

Gabrielino

This list is current only as of the date of this document and is based on the information available to the Commission on the date it was produced. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is applicable only for consultation with Native American tribes under Government Code Sections 65352.3, 65352.4 et seq. and Public Resources Code Sections 21080.3.1 for the proposed 46-Unit Apartment Complex Project, Los Angeles County.

## South Central Coastal Information Center

California State University, Fullerton  
Department of Anthropology MH-426  
800 North State College Boulevard  
Fullerton, CA 92834-6846  
657.278.5395

*California Historical Resources Information System*  
*Los Angeles, Orange, Ventura and San Bernardino Counties*  
[sccic@fullerton.edu](mailto:sccic@fullerton.edu)

2/5/2019

SCCIC File #: 19824.5849

Jeffery W. Gibson  
City of Torrance  
3031 Torrance Blvd  
Torrance, CA 90503

Re: Records Search Results for the 46-Unit Apartment Project, Pliska Family Partnership, 18021-18141 Western Avenue

The South Central Coastal Information Center received your records search request for the project area referenced above, located on the Torrance, CA USGS 7.5' quadrangle. The following summary reflects the results of the records search for the project area and a ½-mile radius. The search includes a review of all recorded archaeological and built-environment resources as well as a review of cultural resource reports on file. In addition, the California Points of Historical Interest (SPHI), the California Historical Landmarks (SHL), the California Register of Historical Resources (CAL REG), the National Register of Historic Places (NRHP), the California State Historic Properties Directory (HPD), and the City of Los Angeles Historic-Cultural Monuments (LAHCM) listings were reviewed for the above referenced project site and a ½-mile radius. Due to the sensitive nature of cultural resources, archaeological site locations are not released.

### RECORDS SEARCH RESULTS SUMMARY

<b>Archaeological Resources*</b> <b>(*see note below)</b>	Within project area: 0 Within project radius: 0
<b>Built-Environment Resources</b>	Within project area: 0 Within project radius: 0
<b>Reports and Studies</b>	Within project area: 0 Within project radius: 10
<b>OHP Historic Properties Directory (HPD)</b>	Within project area: 0 Within project radius: 3
<b>California Points of Historical Interest (SPHI)</b>	Within project area: 0 Within project radius: 0
<b>California Historical Landmarks (SHL)</b>	Within project area: 0 Within project radius: 0
<b>California Register of Historical Resources (CAL REG)</b>	Within project area: 0 Within project radius: 0

<b>National Register of Historic Places (NRHP)</b>	Within project area: 0 Within project radius: 0
<b>City of Los Angeles Historic-Cultural Monuments (LAHCM)</b>	Within project area: 0 Within project radius: 0

**HISTORIC MAP REVIEW** – Redondo, CA (1896, 1944) 1:62,500 scale historic maps indicated that in 1896 there were several improved roads present within the search area as well as 3 buildings. There was one intermittent stream and some marshland located in the northern part of the search radius. In 1944, there was marked development in the area with more improved and unimproved roads as well as many buildings, one of which was located within the project area. The transmission line crossed the search radius in the north as well as the Dominguez Channel. The location was historically known as Roosevelt.

## RECOMMENDATIONS

The archaeological sensitivity of the project location is unknown because there are no previous studies for the subject property. Additionally, portions of the natural ground-surface appear to be obscured by urban development; consequently, surface artifacts would not be visible during a survey. While there are currently no recorded archaeological sites within the project area, buried resources could potentially be unearthed during project activities. Therefore, customary caution and a halt-work condition should be in place for all ground-disturbing activities. In the event that any evidence of cultural resources is discovered, all work within the vicinity of the find should stop until a qualified archaeological consultant can assess the find and make recommendations. Excavation of potential cultural resources should not be attempted by project personnel. It is also recommended that the Native American Heritage Commission be consulted to identify if any additional traditional cultural properties or other sacred sites are known to be in the area. The NAHC may also refer you to local tribes with particular knowledge of potential sensitivity. The NAHC and local tribes may offer additional recommendations to what is provided here and may request an archaeological monitor. Finally, if the built-environment resources on the property are 45 years or older, a qualified architectural historian should be retained to study the property and make recommendations regarding those structures.

For your convenience, you may find a professional consultant\*\*at [www.chrisinfo.org](http://www.chrisinfo.org). Any resulting reports by the qualified consultant should be submitted to the South Central Coastal Information Center as soon as possible.

\*\*The SCCIC does not endorse any particular consultant and makes no claims about the qualifications of any person listed. Each consultant on this list self-reports that they meet current professional standards.

If you have any questions regarding the results presented herein, please contact the office at 657.278.5395 Monday through Thursday 9:00 am to 3:30 pm. Should you require any additional information for the above referenced project, reference the SCCIC number listed above when making inquiries. Requests made after initial invoicing will result in the preparation of a separate invoice.

Thank you for using the [California Historical Resources Information System](#),

Michelle Galaz  
Assistant Coordinator



Enclosures:

(X) Invoice #19824.5849

\*=When we report that no archaeological resources are recorded in your project area or within a specified radius around the project area; that does not necessarily mean that nothing is there. It may simply mean that the area has not yet been studied and that no information regarding the archaeological sensitivity of the property is available. The reported records search result does not preclude the possibility that surface or buried artifacts may be found during a survey of the property or ground-disturbing activities.

*Due to processing delays and other factors, not all of the historical resource reports and resource records that have been submitted to the Office of Historic Preservation are available via this records search. Additional information may be available through the federal, state, and local agencies that produced or paid for historical resource management work in the search area. Additionally, Native American tribes have historical resource information not in the California Historical Resources Information System (CHRIS) Inventory, and you should contact the California Native American Heritage Commission for information on local/regional tribal contacts.*

*The California Office of Historic Preservation (OHP) contracts with the California Historical Resources Information System's (CHRIS) regional Information Centers (ICs) to maintain information in the CHRIS inventory and make it available to local, state, and federal agencies, cultural resource professionals, Native American tribes, researchers, and the public. Recommendations made by IC coordinators or their staff regarding the interpretation and application of this information are advisory only. Such recommendations do not necessarily represent the evaluation or opinion of the State Historic Preservation Officer in carrying out the OHP's regulatory authority under federal and state law.*



# CITY OF TORRANCE

## COMMUNITY DEVELOPMENT DEPARTMENT

JEFFERY W. GIBSON  
COMMUNITY DEVELOPMENT  
DIRECTOR

January 17, 2019

Soboba Band of Luiseno Indians  
Joseph Ontiveros, Director  
P.O. Box 487  
San Jacinto, CA 92581

RE: Tribal Cultural Resources under the California Environmental Quality Act, AB 52 (Gatto, 2014).  
Formal Notification of determination that a Project Application is Complete or Decision to Undertake  
a Project, and Notification of Consultation Opportunity, pursuant to Public Resources Code §  
21080.3.1 (hereafter PRC).

Dear Mr. Ontiveros:

The City of Torrance has determined that a project application is complete for a proposed 46-unit apartment project (Case Nos. CUP18-00030, DIV18-00012, EAS18-00005, GPA18-00001, WAV18-00013, and ZON18-00002).

Below please find a description of the proposed project, a map showing the project location, and the name of our project point of contact, pursuant to PRC § 21080.3.1 (d).

**Project Description:** The project proposes to construct a 46-unit apartment complex composed of two 3-story buildings over semi-subterranean parking. The project proposes a total of 45,746sf, located on a 1.20 acre site, resulting in a Floor Area Ratio (FAR) of 0.87, and a density of 38.3du/ac. The project involves a Zone Change from C-R (Restricted Commercial) to R-4 (Unlimited Multiple-Family Residential), and a General Plan Amendment from General Commercial to Medium-High Density Residential.

**Project Location:** 18021-18141 Western Avenue  
(APNs: 4096-018-004 through -008, and 4096-018-023)  
Torrance, CA 90248

The site is immediately adjacent to commercial properties to the south and east, across Western Avenue, residential properties to the west and northwest, and manufacturing properties to the north and northeast. The nearby commercial uses include commercial plazas and restaurants. The nearby residential uses are single- and two-family residences.



City of Torrance GIS Aerials (circa 2014) of proposed project placement and surrounding uses.

Lead Agency: City of Torrance  
3031 Torrance Blvd.  
Torrance, CA 90503

Contact Person: Danny Santana  
Planning and Environmental Manager  
(310) 618-5871

Pursuant to PRC § 21080.3.1 (b), you have 30 days from the receipt of this letter to request consultation, in writing, with the City of Torrance.

Sincerely,

JEFFERY W. GIBSON  
COMMUNITY DEVELOPMENT DIRECTOR

By

Danny Santana  
Planning and Environmental Manager



# CITY OF TORRANCE

## COMMUNITY DEVELOPMENT DEPARTMENT

JEFFERY W. GIBSON  
COMMUNITY DEVELOPMENT  
DIRECTOR

January 17, 2019

Torres Martinez Desert Cahuilla Indians  
Michael Mirelez, Cultural Resource Coordinator  
P.O. Box 1160  
Thermal, CA 92274

RE: Tribal Cultural Resources under the California Environmental Quality Act, AB 52 (Gatto, 2014).  
Formal Notification of determination that a Project Application is Complete or Decision to Undertake  
a Project, and Notification of Consultation Opportunity, pursuant to Public Resources Code §  
21080.3.1 (hereafter PRC).

Dear Mr. Mirelez:

The City of Torrance has determined that a project application is complete for a proposed 46-unit apartment project (Case Nos. CUP18-00030, DIV18-00012, EAS18-00005, GPA18-00001, WAV18-00013, and ZON18-00002).

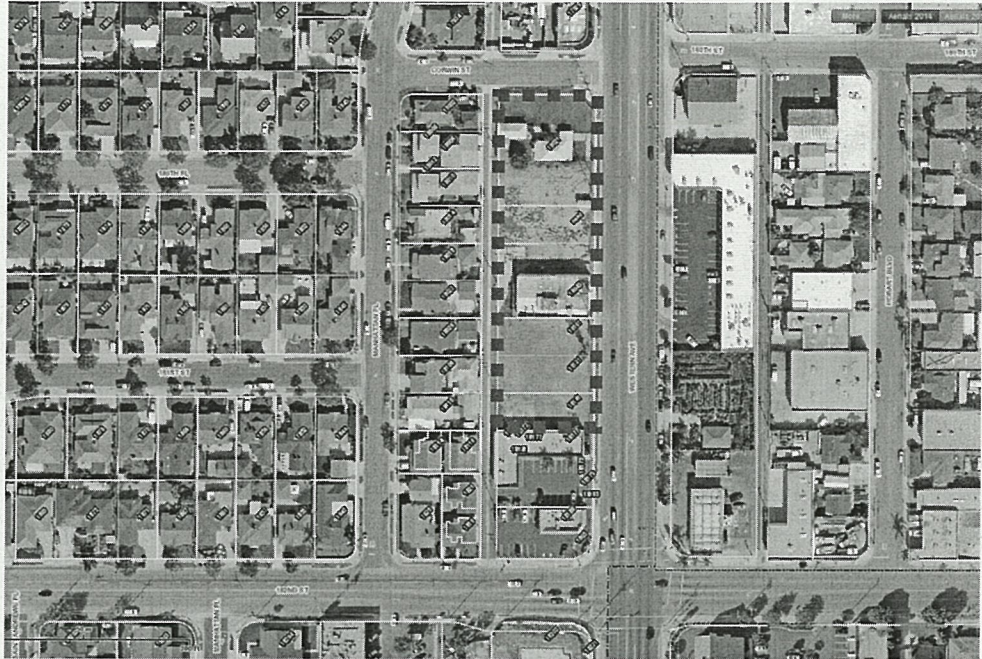
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Contact Person: Danny Santana  
Planning and Environmental Manager  
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COMMUNITY DEVELOPMENT DIRECTOR

By

Danny Santana  
Planning and Environmental Manager



# CITY OF TORRANCE

## COMMUNITY DEVELOPMENT DEPARTMENT

JEFFERY W. GIBSON  
COMMUNITY DEVELOPMENT  
DIRECTOR

January 17, 2019

Gabrieleno Band of Mission Indians – Kizh Nation  
Andrew Salas, Chairperson  
P.O. Box 393  
Covina, CA 91723

RE: Tribal Cultural Resources under the California Environmental Quality Act, AB 52 (Gatto, 2014).  
Formal Notification of determination that a Project Application is Complete or Decision to Undertake  
a Project, and Notification of Consultation Opportunity, pursuant to Public Resources Code §  
21080.3.1 (hereafter PRC).

Dear Mr. Salas:

The City of Torrance has determined that a project application is complete for a proposed 46-unit apartment project (Case Nos. CUP18-00030, DIV18-00012, EAS18-00005, GPA18-00001, WAV18-00013, and ZON18-00002).

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Sincerely,

JEFFERY W. GIBSON  
COMMUNITY DEVELOPMENT DIRECTOR

By   
\_\_\_\_\_  
Danny Santana  
Planning and Environmental Manager